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THE AMERICAN ELEVATOR AND GRAIN TRADE

Printed in U. S. A. Entered as second-class matter June 26, 1885, at the Post Office at Chicago, Illinois, under Act of March 3rd, 1879. Established 1882

PUBLISHED BY
Mitchell Brothers Publishing Co.

A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

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VOL. XLII

431 South Dearborn Street, Chicago, Ill., September 15, 1923

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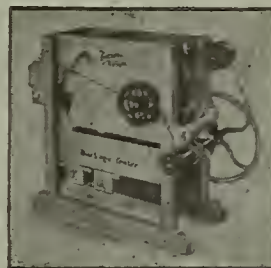
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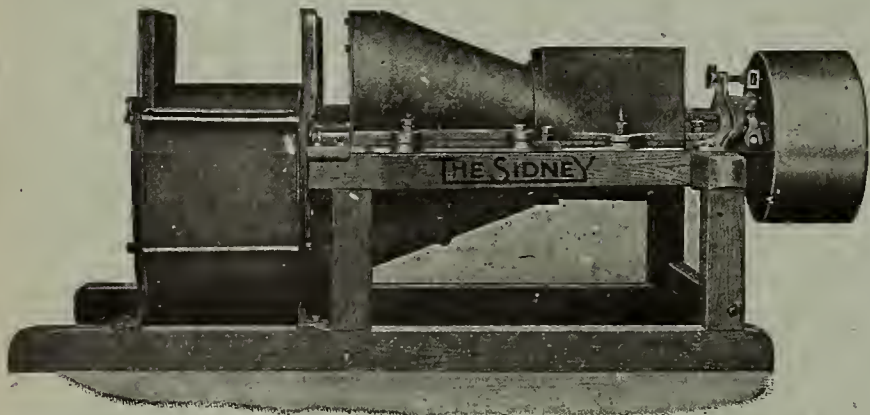
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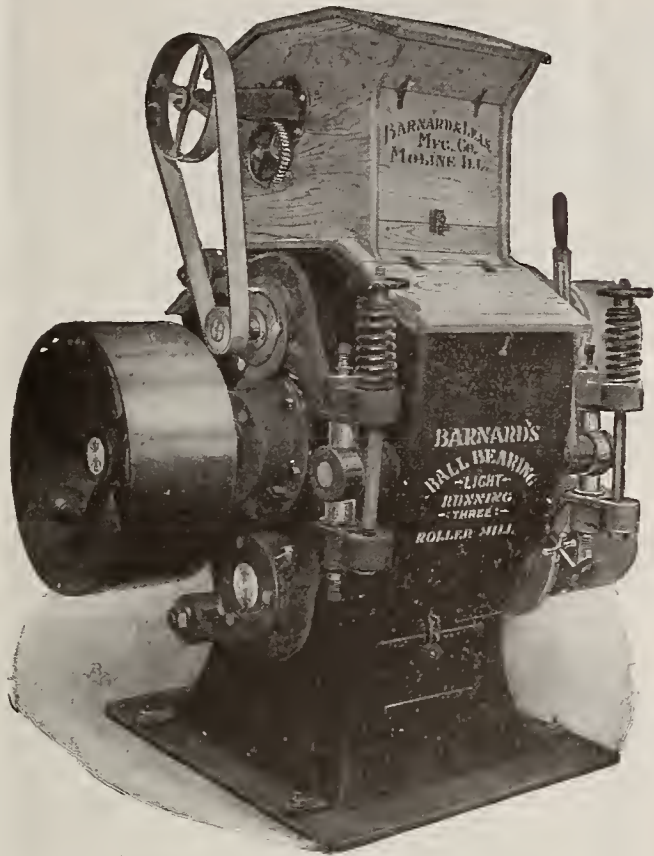
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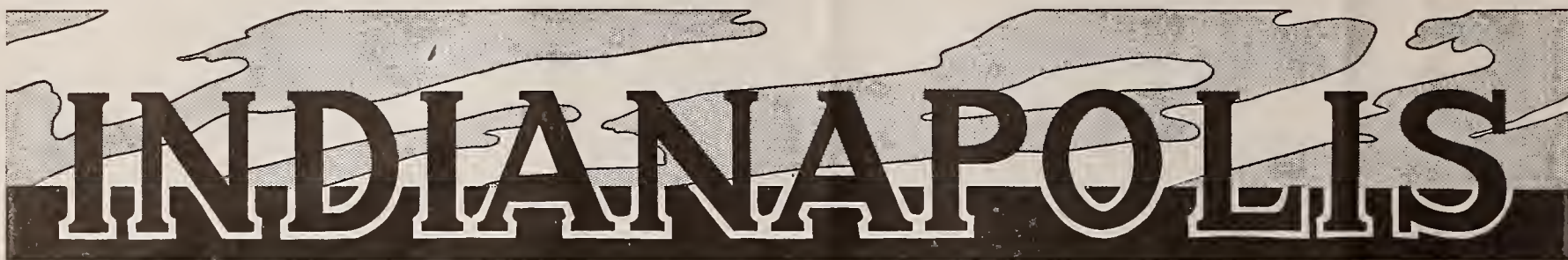


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Movement of Grain and Hay During the Year 1922

	Receipts	Shipments
Corn	21,274,000 bushels	13,588,800 bushels
Oats	9,893,000 bushels	7,659,000 bushels
Wheat	3,301,600 bushels	1,538,500 bushels
Rye	703,200 bushels	368,000 bushels

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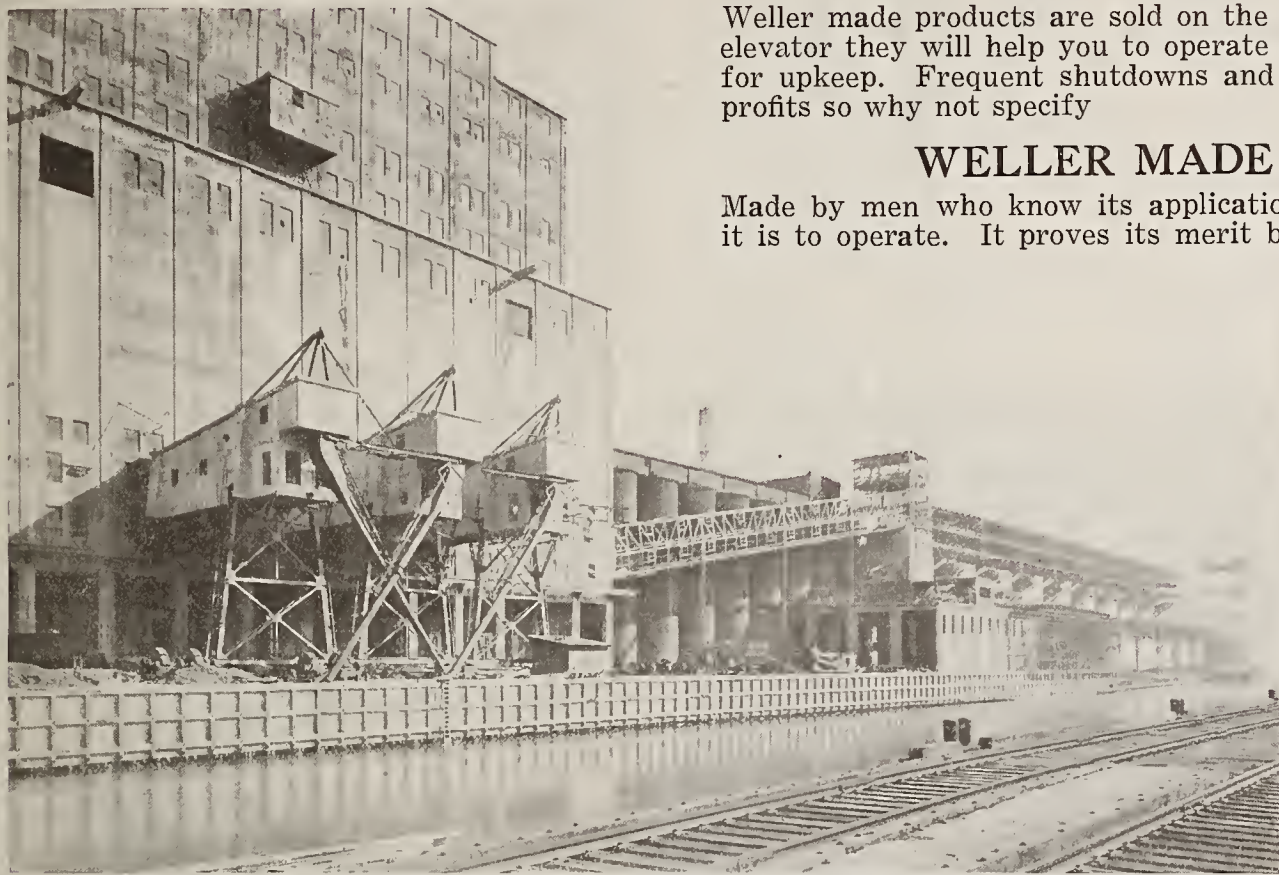
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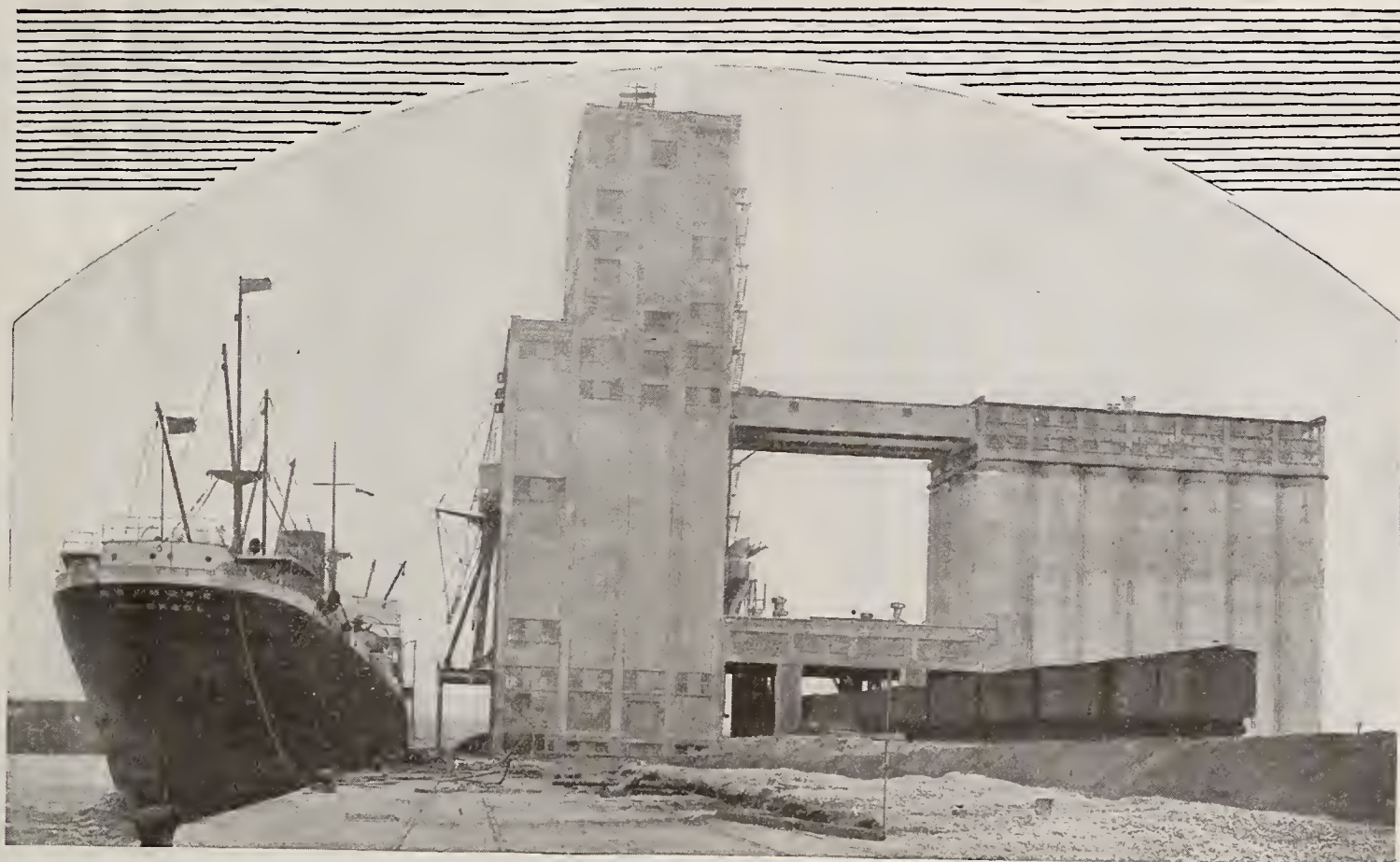
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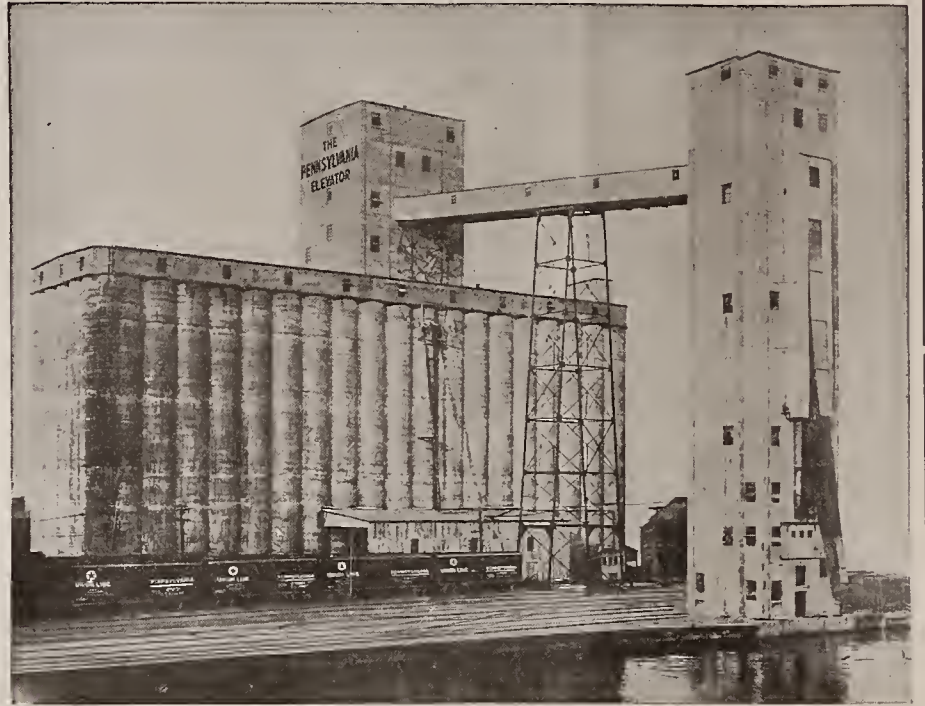
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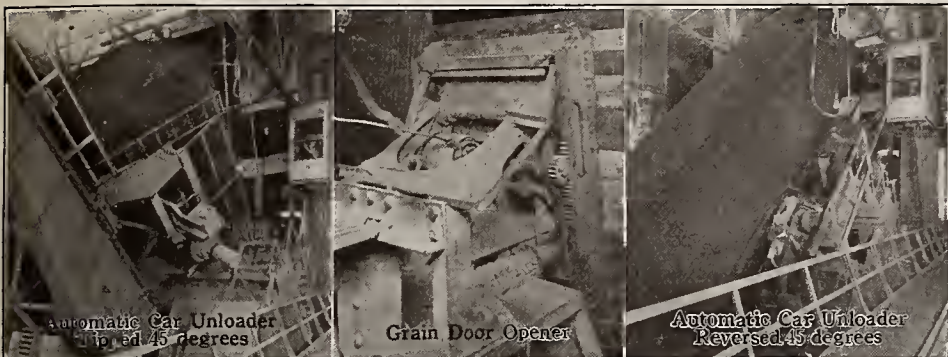
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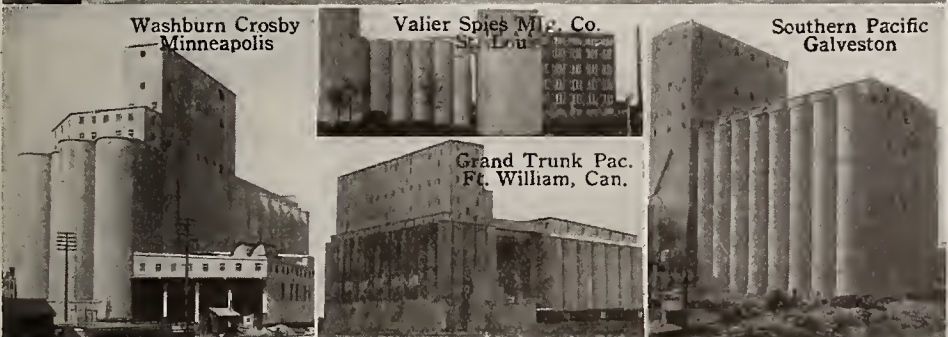
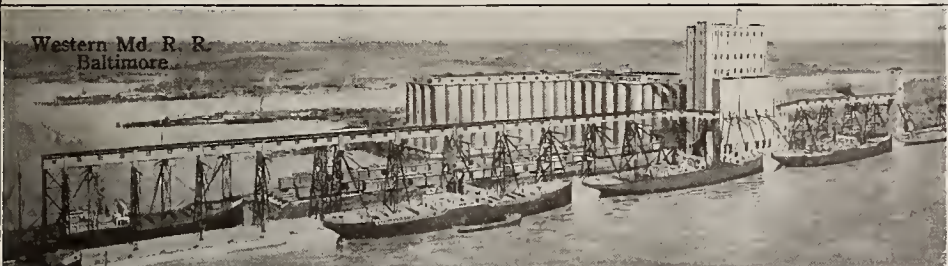
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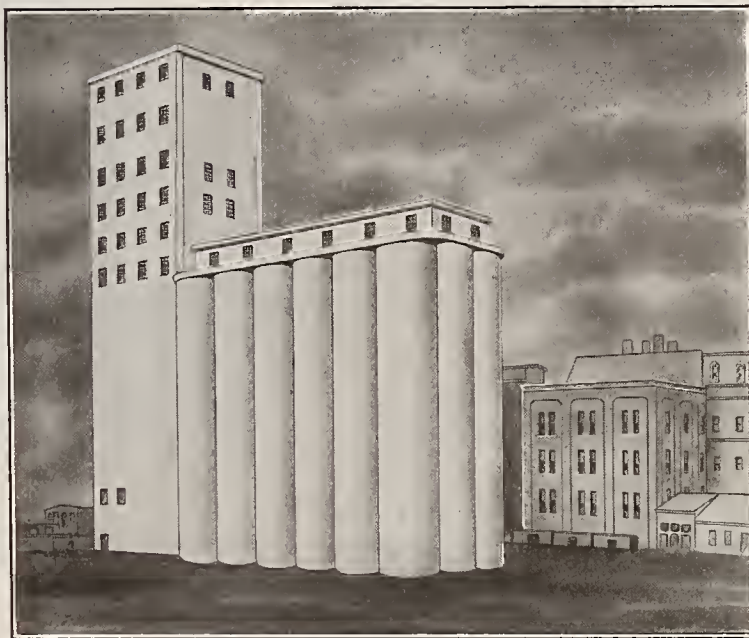
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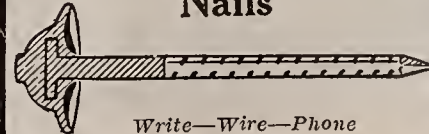
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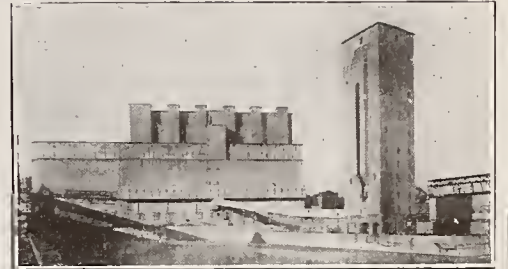
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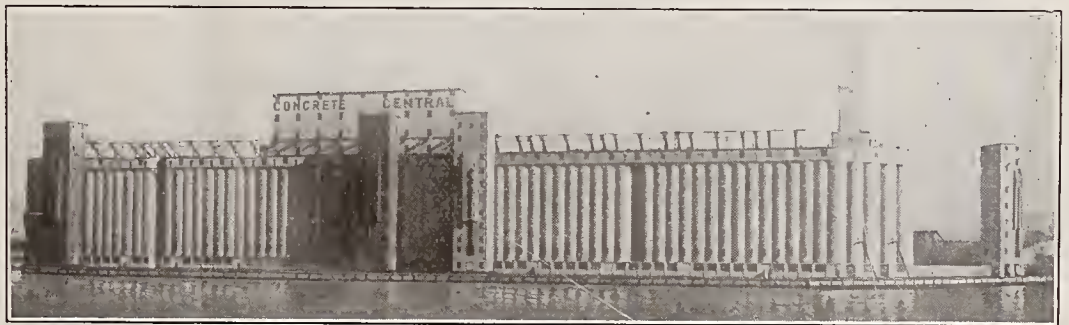
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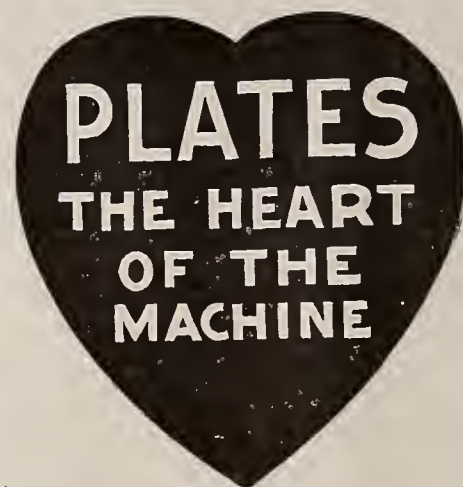
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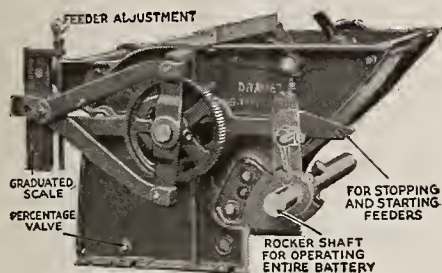
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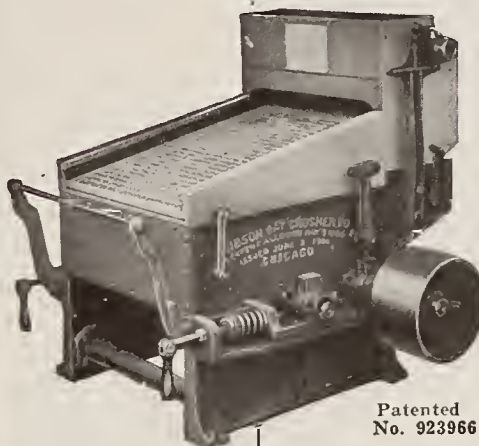
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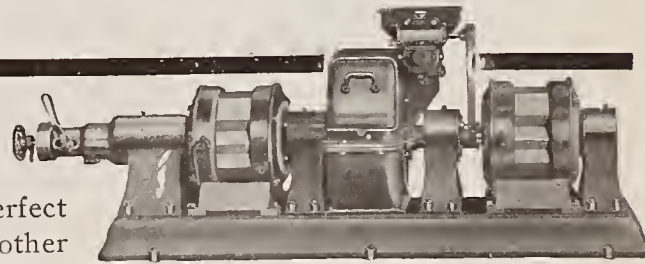
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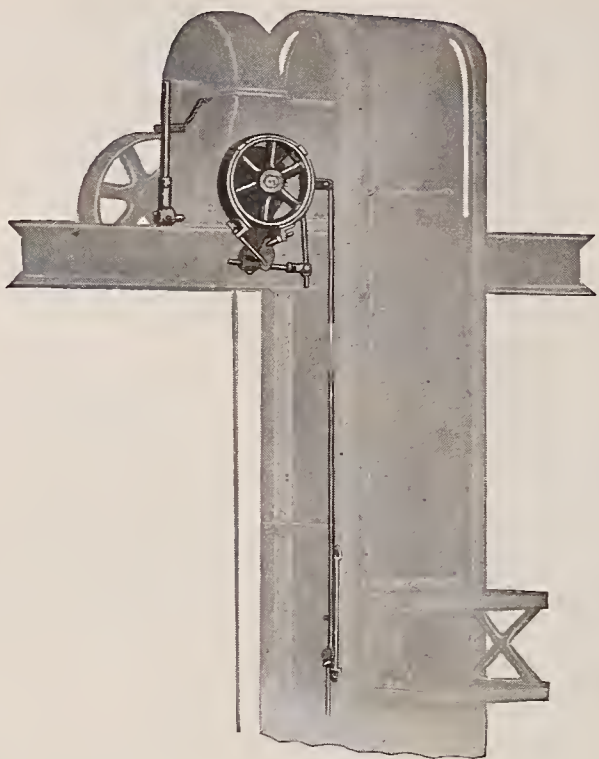
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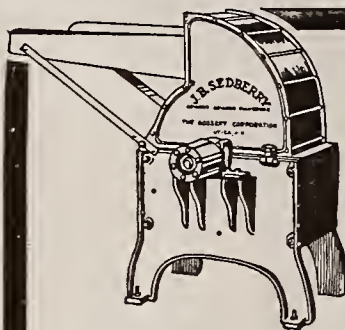
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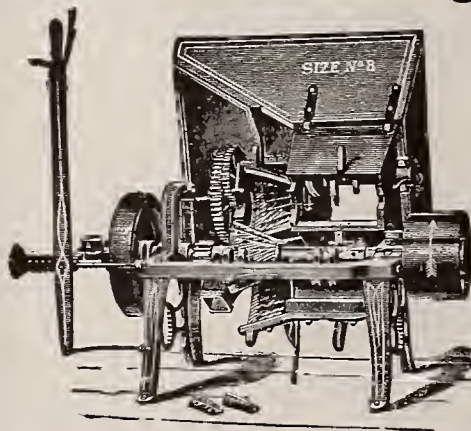
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A Safety Belt Service Carrier

It has cut down Operating Expense not only by eliminating time and energy taken to climb stairs, but also by its

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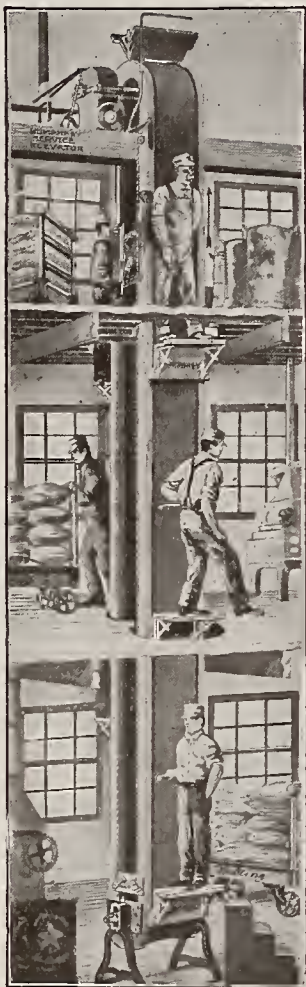
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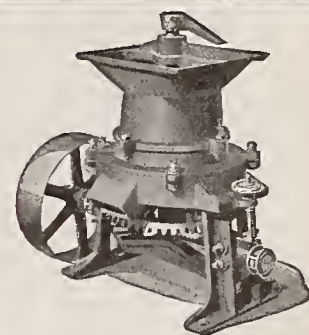
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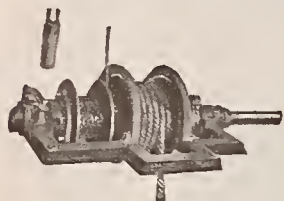
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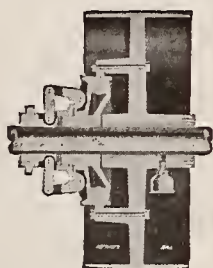
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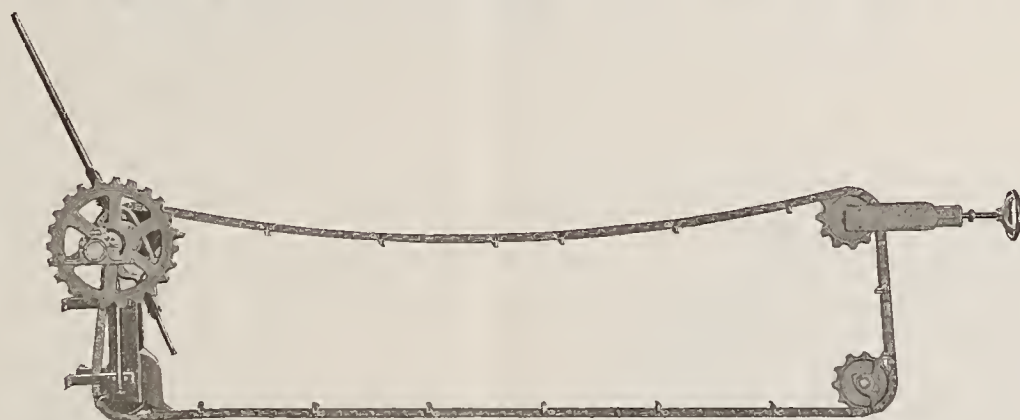
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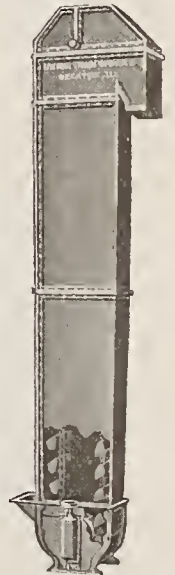
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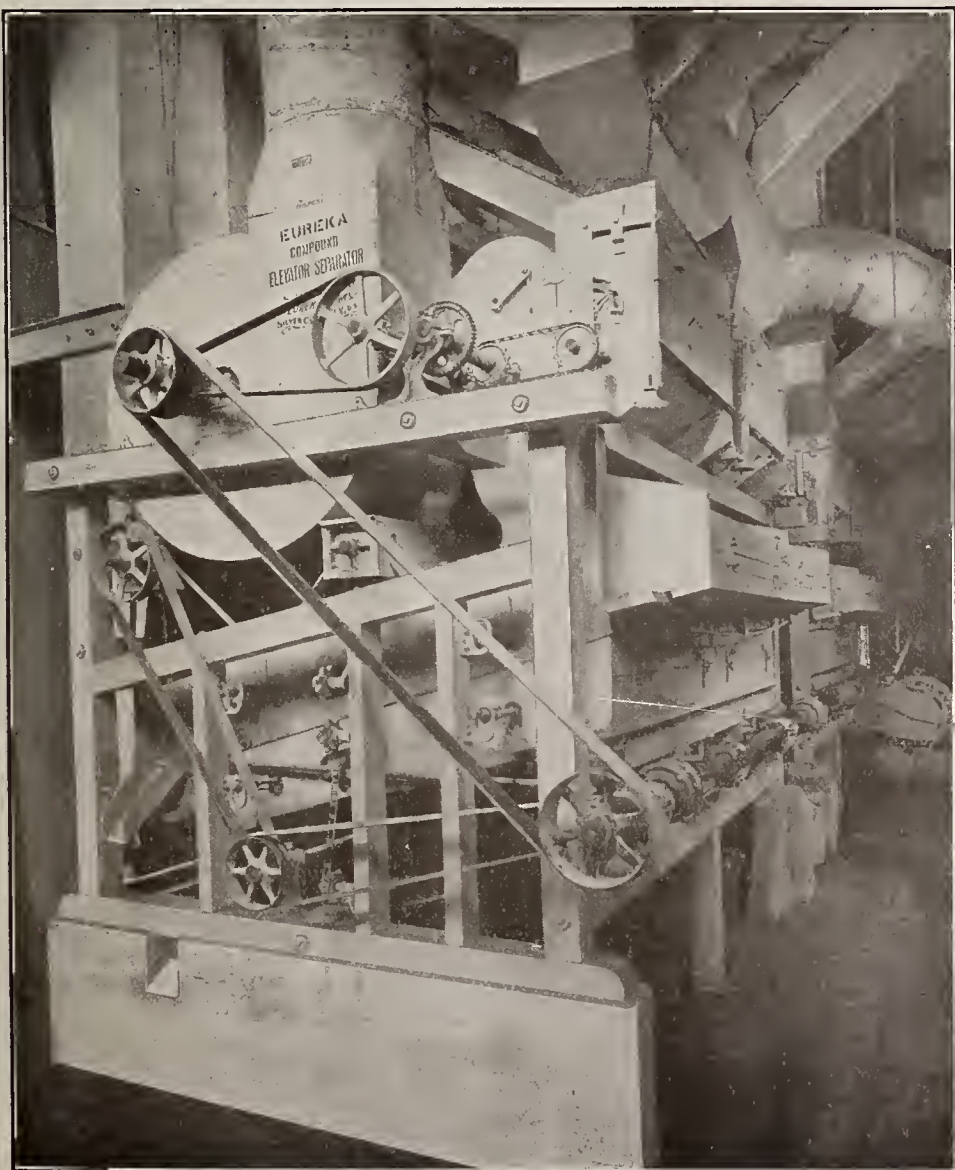
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UNION IRON WORKS

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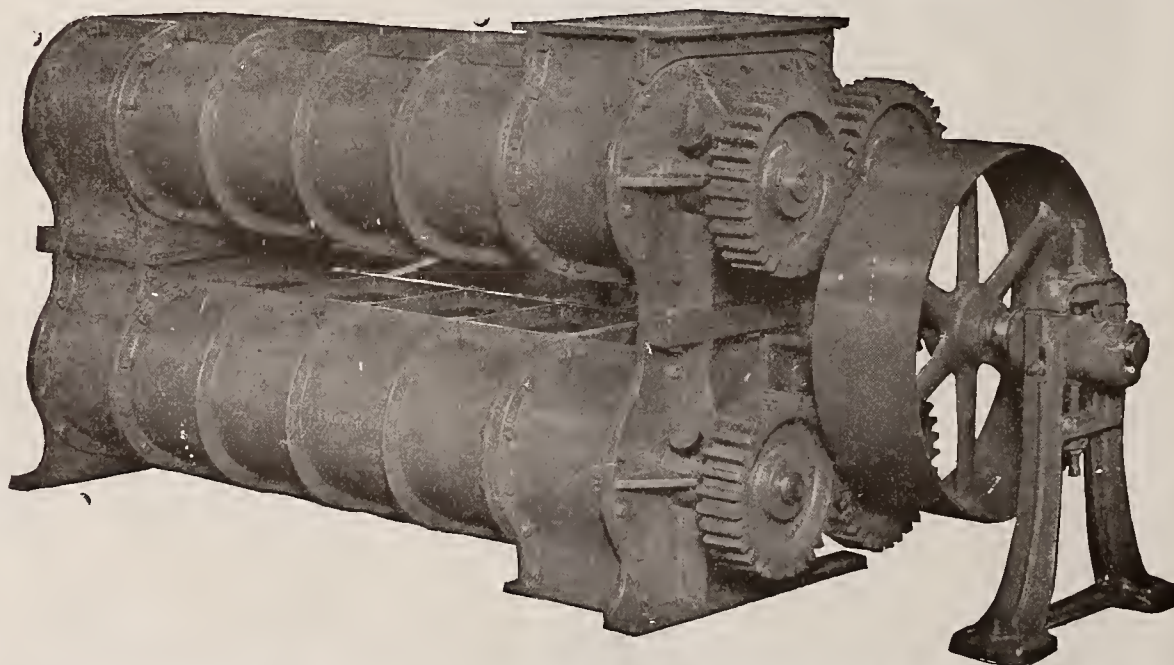
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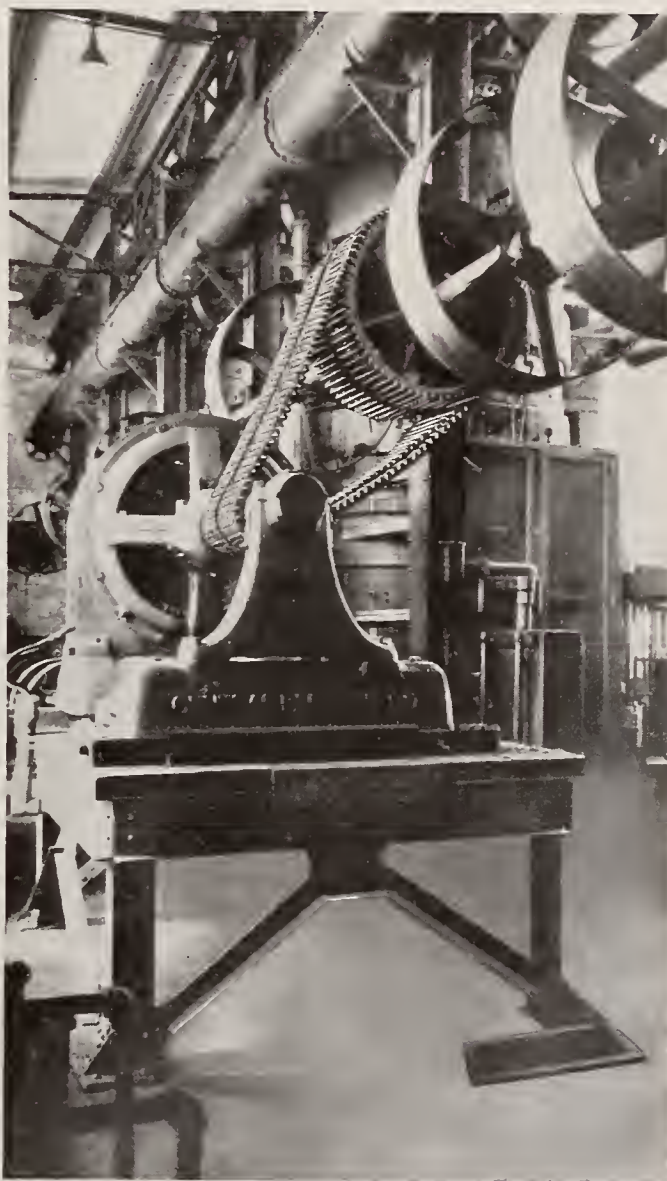
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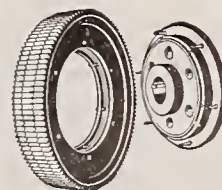
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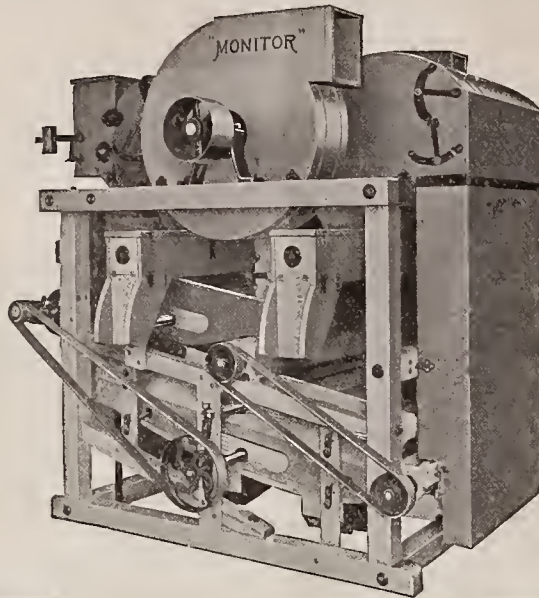
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when you grade your Cracked Corn on a MONITOR
Cracked Corn Grader.

Everything that goes in is separated and saved.
It delivers:

All the uncracked kernels.

3 beautiful grades cracked stock.

All hulls (for feed).

All fine meal.

It aspirates each grade of cracked corn by itself and your product when made on the MONITOR will draw trade from miles around.

Make your Cracked Corn a standing advertisement for your business. The MONITOR Cracked Corn Grader produces that kind.

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VOL. XLII

CHICAGO, ILLINOIS, SEPTEMBER 15, 1923

NO. 3

The Greatest Single Outlet for Commercial Corn

Argo Plant of the Corn Products Refining Company Completes New Unit for the Manufacture of Corn Sugar or Refined Cerelease

THREE billion bushels of corn are raised in this country in a single year. This great total has been exceeded four times since 1911. Iowa and Illinois have led all other states in production during that period, Iowa having held first place nine years and Illinois three years, although on several crops there has been little to choose between them. Only about 550,000,000 bushels are marketed as corn each year from the county where it is raised, and of this amount the Corn Products Refining Company uses 70,000,000 bushels, or about 12.7 per cent.

At Argo, Ill., about 15 miles southwest of Chicago on the Alton and the Indiana Harbor Belt Line Railways, is the company's largest plant. It covers 175 acres of ground and consists of 41 complete and separate buildings varying in size from one to 12 stories in height, the floor spaces covering an area of over 2,500,000 square feet. The plant, up to last month, was valued at \$30,000,000, but on August 4 there was completed and put into operation a new \$1,000,000 unit for the manufacture of a new commercial sugar from corn. The new product, called refined cerelease, is the result of 25 years of experiment. In the last year it has been brought to the highest state of perfection possible, 99 per cent pure, and with the opening of the new plant, production at the rate of 300,000 pounds a day was begun.

Dr. Royal S. Copeland, health commissioner of New York and Senator-elect, says of corn sugar that it is one of the most wholesome and easily digested forms of sugar. This corroborates the statement of F. M. Sayre, superintendent of the Argo plant, who is quoted in *Chicago Commerce* as saying of the new product:

"Refined cerelease, although it has only about 60 value and because it is more edible than cane sugar for any purposes because of its high nutritional value and because it is more edible than cane sugar. Physicians use it for injecting into the veins to sustain life when the stomach refuses to function and it already has had some sale as a baby food. Its uses are limitless. It is particularly adapted to

the ice cream, condensed milk, baking, confectionary and soft drink industries."

Corn goes through many processes before it finally reaches the sugar stage. In order to obtain, in a pure state, the starch from which the sugar is made, all the component parts of the grain, hull, germ and endosperm, are separated from each other, principally by mechanical means and through gravity, and by subsequent treatment they become valuable food products other than those obtained direct from the starch. Like the stockyards, where everything but the squeal is utilized, the Corn Products Refining Company utilizes everything but the smell. The hull, gluten and other residue are turned back

are 40 of these tanks which, with interspace bins, have a total capacity of nearly 1,500,000 bushels.

After the shelled corn goes through a cleaning process it is soaked in water for about 30 hours to soften the grain so that its separation into the different parts can be more easily accomplished. The softened corn is cracked or torn to pieces in attrition mills, but the breaking up of the kernel does not destroy or tear the germ. The cracked corn then flows through water troughs in which the germ, because of its lighter specific gravity owing to the oil it contains, floats on top of the mixture, making separation easy. The germ receives further treatment whereby oil cake meal and

cooking oil are manufactured. The oil is known as Mazola.

The mash, with the germ removed, is then run through revolving cylinders with fine screen sides, through which the starch, gluten and some of the fine particles of hull pass, the coarser parts of the hull flowing out of the end of the reel. The starch and gluten, with small particles of hulls, are again ground until very fine, but without breaking the starch cells. In this process the last particles of hull are removed, the mash passing over shakers or vibrating tables covered with fine silk, the starch and gluten passing

through the silk and the fine particles of hull flowing off at the end.

The starch and gluten which passes through the silk is next run over long tables or troughs, about two feet wide and 120 feet long, on which owing to their difference in specific gravity, the starch settles to the bottom and the gluten and water flows off. The starch is dried in kilns before going to the departments where the different grades of starches are made. That which is to be used in the manufacture of syrup and sugar is delivered to the refinery in the wet state as it comes from the trough.

Edible starch is dried and milled in the same manner as other starches, but is purer and cleaner owing to the additional milling and washing it receives. Laundry starch is partly cooked with steam



AIRPLANE VIEW OF PLANT OF THE CORN PRODUCTS REFINING COMPANY, ARGO, ILL.
Copyrighted, 1923, by Whitney Speer & Co., Chicago

to the farmer in the form of stock food, so that nothing is lost. The manufacture and marketing of additional products, other than starch, means a saving of valuable food which formerly was wasted.

The Argo plant, which gets its supply principally from the Illinois corn belt, consumed 21,500,000 bushels last year. Sixty thousand bushels are ground daily, the operation being continuous through the 24 hours. In this department the employees work in three shifts of eight hours each and in others there are two shifts of 10 hours each.

Fifty to 60 cars of shelled corn are received each day, the average contents of a car being 1,300 bushels. Large storage tanks holding 28,000 bushels of corn each are necessary to insure the working supply of corn, in case of irregular delivery, so that there will be no interruption in the process. There

to increase the solubility and then pressed into cylinders at about 800 pounds pressure. It is then crushed and screened to grade it according to the size of the lumps. Dextrine, used for making adhesives, is made by treating the dry starch with a small amount of hydrochloric acid and roasting.

In the manufacture of syrup, the starch, as it comes from the troughs, is treated under pressure in closed bronze converters with the addition of steam and a small amount of hydrochloric acid. The time required for sugar conversion is about 35 minutes at 40 pounds pressure, and for syrup, or glucose, as it is commonly called, about 22 minutes under 30 pounds pressure. The addition of acid is necessary to convert the starch into dextrose, this action being the same as that which takes place in the human stomach when a starchy food is eaten. The liquor is then clarified by being filtered through charred bone.

When the sugar is run on tables and allowed to cool, it crystallizes or solidifies in large cakes, which are chipped and packed in bags for the market. This is the sugar used in tanneries and for other industrial purposes. The slab sugar is also pressed to remove the uncrystallized liquor called hydrol, and then ground and dried. This is the cerelose, or bread sugar, used by bakers in the manufacture of numerous food products. To produce the refined cerelose, the latest sugar product, for the manufacture of which the \$1,000,000 addition was built, it goes through another crystallizing process in what are called spinners, where the last remaining vestige of syrup also is washed out.

Even the steepwater, in which the corn is first soaked to soften it and which contains a small percentage of the soluble matter of the corn, is evaporated down and mixed with the gluten and hulls in the preparation of stock food. The gluten, which is about 50 per cent protein, is also dried without the addition of steepwater and hulls and placed on the market as gluten meal.

The germ, which was separated from the grain in the first part of the process, contains about 56 per cent oil, which is pressed out. The residue, called oil cake, is ground very fine and marketed as oil cake meal and hog meal. The crude oil is then refined for cooking purposes and the residue is treated with an excess of alkali in the manufacture of soap stock, soap chips and soap powder. The crude oil is used also in the manufacture of a rubber substitute.

Operating in two 10-hour shifts, the Argo plant produces approximately 720,000 pound packages of various forms of starch daily, 209,000 gallons of syrup and 31,000 of cooking oil, in addition to the various by-products. The starch is packed, without handling, by automatic machinery which weighs and seals the cartons. Even the cartons are manufactured and the labels printed at the plant. The cans used in the packing of the syrup and oil are manufactured in the plant, tested, sterilized and conveyed to the filling machines, where they are filled, sealed, labeled and packed in boxes without having been handled. The can-making machinery is of the latest design and very efficient. It is interesting to note that a sheet of tin is fed into the machinery, the can is completed, loaded with syrup, labeled, packed in a box and placed in the car in 12 minutes.

The Argo plant is the largest in the world manufacturing products from corn by what is known as the "wet process." There are 2,500 employes with a weekly payroll of about \$75,000.

More than 30 carloads of coal are unloaded every 24 hours and consumed in the boiler house. The coal is unloaded by the use of a clam shell bucket which carries the coal to hoppers by which it is fed into the automatic stokers under the battery of boilers. This latter consists of 24,500 horsepower rated capacity. The power plant develops 150,000 kilowatt hours per day, all the power throughout the great plant being electrical.

All employes are provided with metal lockers and there are rest rooms, with a matron in charge of each, for the women. A complete restaurant with a seating capacity of nearly 1,000 is operated in the plant.

Every 24 hours more than 100 cars of finished

products are delivered to various railroads and consigned to customers throughout the world. This output will be greatly increased when the new sugar refining plant reaches its full capacity.

POOLING AND PRICE FIXING

Pooling the American wheat surplus, a new project advanced by the Utah Wheat Growers' League, will not improve the position of the grain farmer, according to a recent statement by President John J. Stream of the Chicago Board of Trade.

"As I understand the new proposal," said Mr. Stream, "a national board would be created to determine the surplus and control it. The estimated surplus would be taken out as the wheat was sent from farm to elevator. All surplus held in reserve would be sold on the world's market for export if possible and would not compete with domestic requirements. Settlement for the surplus wheat would be made to farmers at the price realized. The chief gain, as set forth by proponents of the plan, would be to give the farmer the world's price for his domestic wheat plus the 30 cents a bushel provided in the tariff.

"The plan," Mr. Stream continued, "assumed that to enhance wheat prices the farmer must simply first dispose of the normal surplus. Like similar proposals, this plan fails to take into account the many factors that enter into the establishment of price levels.

"An arbitrary wheat price is impossible of maintenance if such price is out of proportion with the values of other food products. A wheat price out of harmony with the plentitude and cheapness of other foods or with the consumers' buying power, will force economies and substitutions that will upset any plan of price fixing.

"For these reasons, the proposed plan of price control seems impractical even though it were possible to get under control all of the wheat of all the farmers, which of course, would be necessary in order to put the plan into effect.

"Farmers may regulate the distribution of their crops but when it comes to the question of the creation or regulation of the demand, that is another matter—a matter decidedly beyond their control. The forces that determine the value of wheat and other farm products are manifold and are not always possible of discernment. The unknown quantity of these very forces makes it impossible to carry into effect any arbitrary price fixing scheme."

MARK DECLINE THROWS GERMANY'S GRAIN BUSINESS INTO CHAOS

Chaotic conditions developed in the grain trade in Germany as a result of the recent further fall of the mark, and depreciation on the purchase of foreign exchange, says a report to the United States Department of Agriculture from its representative in Berlin. Brokers particularly have been hard hit. For brokerage on grain which they sold early in the season, but which is only now being paid, the money they receive is practically nothing.

Millers, the report says, have little grist to grind, although bakers and consumers are clamoring for flour. Restrictions on the purchase of foreign currency have prevented millers from buying foreign wheat and rye, and supplies from domestic production are difficult to get because farmers are loath to sell grain for paper marks. In consequence, the flour market, on the demand side, has been stormy, and prices have risen by as much as 100 per cent in a single week.

The problem of the mills has been to cover sales with corresponding purchases of wheat. They offer premiums for future deliveries because bakers pay equal premiums on flour for future delivery, but little wheat is obtainable. Mills have therefore been obliged to go slow in selling flour ahead, and a flour shortage is developing. Bakers, retailers and consumers are vainly trying to lay in stocks. Bread made from wheat flour is now a luxury beyond the reach of many, the report declares.

Representatives in Germany of American and other foreign firms, the report adds, are coming to see that the only way outside wheat can be sold

in Germany is on credit. If these persons did not take the responsibility of giving some credit to mills, it is said the volume of business would be very small. In return for extensions of credit, some American firms are asking German millers to guarantee orders ahead for a certain time. It is reported that an official of the German Government grain purchasing organization, which is shortly to be dissolved, is trying to organize a syndicate in which American companies will be strongly represented for the purpose of selling grain in Germany on credit through a responsible German house. There is also talk of the formation in Bucharest of a company with a capital of 70,000,000 lei to export grain to Germany.

Discussing the possibility of increased exports of wheat and rye from Russia, the report says this appears to have been over-estimated. Although the Russian grain crop seems to be good, Russia lacks the necessary facilities for handling a large export trade. Needed repairs to 40,000 grain cars will not be completed by October 1 as expected, and there is a serious shortage of sacks and sheds. In consequence much Russian grain will be exposed for some time to weather damage. Moreover, neither the Russian Government nor the co-operatives are financially prepared to buy and sell grain in large quantities. Only those sections bordering on the Black Sea, and those in the north close to transportation, will be able to do much export business, it is believed.

SECRETARY WALLACE SPEAKS

Farmers have been molly-coddled so long by politicians that many of them will not take medicine unless it is sugar coated. No doubt that is the reason that Secretary Wallace, in a recent statement on the wheat situation, buried some good common sense in a lot of sugar coating such as the farmer has been accustomed to. The Secretary figured, no doubt, that he would be accused of "sitting in with Wall Street" if he didn't do it that way. Probably the farmers would not have heeded at all; as it is, some of them may get a dose of common sense without knowing it. Secretary Wallace did not say in so many words that unionized labor is getting more than its share. But his inference does not leave much encouragement for the farmer-labor party. Here is what he said:

"The ruinously low price of wheat is not a new agricultural disease. It is just one more acute symptom of the general trouble from which agriculture is suffering. The disease itself is the distorted relationship between prices of farm products and prices of other commodities. This is not a new diagnosis. It has been pointed out from time to time for the past two and one-half years. The sooner people engaged in commerce and industry frankly recognize the trouble, the better it will be for all of us. The farmer could get along fairly well with present prices of what he has to sell if prices of what he must buy were down accordingly. But prices of other things remain high. That is what hurts. Wages in industry and on the railroads are almost twice as high as before the war. Taxes are about twice as high. Freight rates are from 50 to 75 per cent higher. Metals, building materials of all kinds, are from 50 to 100 per cent above pre-war prices. All of these are items in the farmer's cost of production. Until a fair relationship is restored between agriculture and industry and commerce, agriculture will be upset and will have reason to complain. If the present plane of prices of commodities other than agricultural is to be maintained, then to have general prosperity agricultural prices must be brought up.

"High wages in the cities and low wages and prices on the farms are forcing a large movement from the farm to the city. Under conditions which now prevail this seems to be an economic necessity. Because of high wages and low prices, more and more farmers are adjusting their production to what they can grow with their own labor. All this tends to bring farm production more in line with what the consumers will buy at a fair price.

"When all is said and done the fundamental fact remains to be dealt with. Agriculture and industry

and commerce must be brought into more nearly normal relationship and until this is done these acute agricultural troubles will develop one after the other."

GETTING DOWN TO CASES

The Joint Committee on Wheat Research of the Wheat Council of the United States and the Chamber of Commerce of the United States, at its first meeting, in Chicago, August 13, injected a distinctly more optimistic note into the situation. The Committee is described by the Wheat Council as a "fact-finding organization." The Chamber of Commerce brought to the meeting a mass of data that showed how earnestly the commerce body was co-operating with the wheat growers and other wheat interests in the Wheat Council. As a result of the examination of the data, the Joint Committee on Wheat Research at once issued a resolution declaring that the marketing outlook for this year's crop had been greatly improved by recent developments. The resolution adopted and made public by the Joint Committee stated:

A careful examination of the evidence submitted to the Committee by its statisticians and brought to the initial meeting by the members does not bear out the estimates of huge overproduction that have been so frequently made. While the occasion for proceeding cautiously in the matter of seeding for future production is clear, the committee is of the opinion that many reports of surplus quantities of wheat have been exaggerated. It is not unreasonable to assume that this has exerted an unduly depressing effect upon the market.

This resolution and the adoption of a definite research program that will occupy the best efforts of the field organizations of the Wheat Council and that of the Chamber of Commerce devoted to this subject, comprised the work of the Committee. The fact-finding organizations now are in the field and will make their first formal report September 24 in Chicago.

Program of the field research comprises immediate preparation of reports on the "disappearance" of marketed wheat; cost of profitable wheat production; analysis of increase of wheat acreage as a war measure, with a view to reversing this increase back to a normal average cost of profitable wheat production; and investigations of the sections in which readjustment of acreage will be easiest, with a view of concentrating work on those sections.

"We have good prospects of getting through 1923 without disaster and 1924 may be a satisfactory

the good of the country and the prosperity of the farmers."

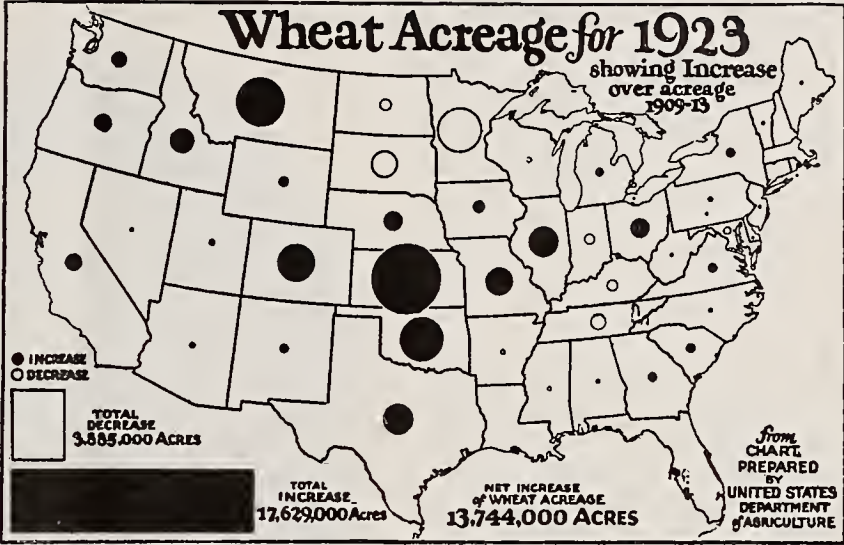
In addition to its delegates on the Joint Committee on Wheat Research, H. D. Irwin of Philadelphia and A. J. Brosseau of New York, the Chamber of Commerce sent to the meeting two of its statistical chiefs, William Harper Dean, director of the Chamber's Agricultural Bureau, and John M. Redpath, director of the research department. The Wheat Council members of the Committee are O. E. Bradfute, president of the American Farm Bureau Federation, George C. Jewett, manager of American Wheat Growers, Associated, W. I. Drummond, chairman of the Board of Governors of the Inter-

national Farm Congress, and A. J. Lowell, master of the National Grange. Mr. Lowell was the only member of the Committee not present. Sydney Anderson sat on the Committee as president of the Wheat Council. He was made temporary chairman and Mr. Redpath was made secretary.

THE WHEAT ACREAGE OF 1923

The Department of Agriculture has issued an extremely valuable map, reproduced below, showing the wheat acreage increases and decreases, by states, for 1923.

The 42 important wheat growing states have increased their wheat acreage 13,744,000 acres since 1913, according to reports of the Department. While 14 states, mostly in the East, reduced wheat acre-



MAP SHOWING INCREASES AND DECREASES IN WHEAT ACREAGE BY STATES

national Farm Congress, and A. J. Lowell, master of the National Grange. Mr. Lowell was the only member of the Committee not present. Sydney Anderson sat on the Committee as president of the Wheat Council. He was made temporary chairman and Mr. Redpath was made secretary.

A BUSINESS BUREAU FOR AGRICULTURE

The Chamber of Commerce of the United States has announced the formation of a Bureau of Agriculture, which will function as a part of the Chamber's Natural Resources Production Department. "The new Bureau," says the announcement, "will make no effort to formulate on its initiative any

age a total of 3,885,000 acres, the others have planted wheat on 17,629,000 acres in excess of the 1913 acreage. Minnesota, with a reduction of 2,302,000 acres, and the two Dakotas with a combined reduction of 929,000 acres are the only big wheat growing states to cut down their acreage. Illinois increased wheat acreage 1,013,000 acres since 1913. Kansas, Texas, Oklahoma, Montana and Colorado increased their wheat acreage 12,561,000 acres. Kansas leads the nation with an increase of 5,408,000 acres.

WHEAT ACREAGE

Increase and Decrease 1909-1913 to 1923. (By the U. S. Department of Agriculture)

1923		1923	
State	Increase (+) Decrease (-)	State	Increase (+) Decrease (-)
Maine	+ 7,000	South Dakota	- 774,000
Vermont	+ 7,000	Nebraska	+ 372,000
New York	+ 103,000	Kansas	+ 5,408,000
New Jersey	- 11,000	Kentucky	- 138,000
Pennsylvania	+ 37,000	Tennessee	- 265,000
Delaware	- 11,000	Alabama	- 5,000
Maryland	- 59,000	Mississippi	- 1,000
Virginia	+ 100,000	Texas	+ 968,000
West Virginia	+ 3,000	Oklahoma	+ 2,085,000
North Carolina	+ 11,000	Arkansas	- 6,000
South Carolina	+ 104,000	Montana	+ 2,594,000
Georgia	+ 83,000	Wyoming	+ 103,000
Ohio	+ 407,000	Colorado	+ 1,506,000
Indiana	- 112,000	New Mexico	+ 87,000
Illinois	+ 1,013,000	Arizona	+ 43,000
Michigan	+ 79,000	Utah	+ 43,000
Wisconsin	- 34,000	Nevada	- 12,000
Minnesota	- 2,302,000	Idaho	+ 606,000
Iowa	+ 164,000	Washington	+ 254,000
Missouri	+ 799,000	Oregon	+ 343,000
North Dakota	- 155,000	California	+ 323,000
United States		+ 13,744,000	

Overproduction of wheat and the financial hazard to the farmer of being on a "one crop" basis have led to the combined efforts of the Wheat Council of the United States and other farmers' organizations for wheat acreage adjustment and diversification of crops as the rational solution of the difficulty.

PER CAPITA WHEAT CONSUMPTION

Canadians are the greatest per capita consumers of wheat in the world, with a consumption of 9.5 bushels per person annually, according to figures compiled by the Dominion Bureau of Statistics. France, the figures show, is second in per capita wheat consumption with 7.9 bushels per person annually. The United Kingdom is third with 6 bushels per capita, Australia is fourth with 5.5 and the United States is fifth with 5.3 bushels. Per capita consumption of other nations is: Argentine 5.2 bushels; Chile 5.1; Germany 3.2; Mexico .8; British India .8 and Japan .5.



FIRST MEETING OF JOINT COMMITTEE ON WHEAT RESEARCH
Left to Right: A. J. Brosseau, O. E. Bradfute, W. I. Drummond, Sydney Anderson, George C. Jewett, R. D. Irwin

year for the wheat farmer," said Sydney Anderson, president of the Wheat Council, after the meeting. "The first meeting of this Committee brought out facts of the greatest importance and proved the necessity of getting absolute knowledge of the situation in order that we may act intelligently. We are combining from many sources the largest and most complete statistical and general fact-finding organization in this field that ever has been put to work in it. This organization is now under full headway and before cold weather we ought to be in shape to map out a program. We have the full co-operation of the great business interests of the country. When the program is developed the Committee has back of it four great farmers' organizations to help put it into effect. I hope and expect that the wheat farmers will be practically unanimous in support of the program. It will be for

plans to offer for adoption by either agriculture or other industries, but rather to serve as an investigator of their common problems and to offer the results of these studies for such action as they may seem to warrant."

The manager of the Bureau will be William Harper Dean, entomologist for the U. S. Department of Agriculture, who has had long training and wide experience in the various problems of agriculture. Farming and commerce touch at every angle, so there will be plenty for the Bureau to do. And the happy part of it is that no one connected with the organization will be looking for votes.

CZECHOSLOVAKIA now requires a license for the importation of grain and flour. A fee of 1/2 of 1 per cent must be paid for the license and in addition a tax of 1 per cent on the turnover. This

Des Moines the Grain Capital on October 1

Plans for the Annual Convention of the Grain Dealers National Association Point to a Meeting of Unusual Interest Which Will Attract a Record-Breaking Attendance

WISDOM guided the counsels of the Board of Directors of the Grain Dealers National Association when they selected Des Moines, Iowa, as the annual convention city for the Association, when the grain dealers of the entire country will meet on October 1, 2 and 3. The problems of the trade this year are centered largely in the producing districts. It is there that the weird economic experiments, engineered by the Wheat Growers, are being tried out; it is there that the farm agitators come into first contact with the trade; and it is there that transportation problems will find the basis for final settlement. The ramifications from all these difficulties touch every element in the trade, but the origins are in the country districts, and Des Moines is the most central location for the consideration of the problems on the ground.

Des Moines is far from being a country town. It has over 140,000 people and they are largely employed in manufacturing and distribution, which are strictly urban activities. But the city never forgets that it is the capital of an agricultural state, the richest agricultural state in the world. Its problems are stated in agricultural terms; its economic life is guided by farm activities; its prosperity and growth are founded upon the soil. In Des Moines can be found the most intimate and direct touch of country life and city activities; it is the natural meeting point. And for that reason is ideal for the convention city.

The city offers a great deal in interest and beauty. Its parks, clubs and residence districts are far famed while the beautiful capitol and university buildings are well worth seeing.

In spite of its close rural background, Des Moines is well equipped to take care of the largest grain convention that ever assembled. It already holds the record for attendance of National Association meetings. At the 1901 convention there were over 2,000 in attendance. Since that time the largest convention was at St. Louis in 1919 when nearly 1,700 registered. The last two years have been hard ones for the grain trade, but the greatly increased membership, the central location of Des Moines for both shippers and receivers, and the splendid program which is announced for this year, should contribute to the establishing of a new

markets. Indications point to a veritable exodus from most of the terminal markets. Large delegations have been appointed and committees are making arrangements for special cars from all markets so the air is full of preparation for a new record breaker.

The headquarters of the convention will be the Hotel Fort Des Moines at the corner of Sixth and Walnut streets, just six short blocks from the



J. DOLLIVER KENT
President Des Moines Board of Trade

Union Depot. The hotel is comparatively new and is commodious with excellent facilities for handling registration, the meetings and the annual banquet. In addition to the headquarters hotel, Des Moines has 42 other modern hostleries with some 6,000 rooms, so no trouble will be experienced in getting adequate accommodations at a considerable range of cost.

Des Moines is so well prepared for guests because it is a great convention point and entertains hundreds of thousands of guests each year. The city

dustry of the city. One could go on indefinitely with a recital of the interesting features which the city affords.

The entertainment of the convention visitors is in the hands of five capable committees made up of prominent grain dealers of Des Moines. The general chairman of all the committees is Dolliver Kent who started in the grain business 12 years ago, serving for seven years as secretary of the Taylor & Patton Company. Three years ago he was made active vice-president of the Des Moines Elevator & Grain Company, operating the largest terminal elevator in Des Moines. He has been elected president of the Des Moines Board of Trade three terms.

L. W. Ainsworth, the vice-chairman of the general committee, is secretary of the Des Moines Board of Trade and has had experience in the grain business which began 23 years ago. For a time he represented the Wear Commission Company and then was out of the grain business until three years ago when the Board elected him to his present position.

The Finance Committee is headed by R. W. Harper who has been in the grain business in Des Moines for 35 years. He represented at different times Logan & Bryan, Ware & Leland, E. F. Leland and Lamson Bros. & Co., but in 1908 organized the firm of Harper & Ward, which became R. W. Harper & Sons after the death of Mr. Ward. The firm has branch offices in Milwaukee, Ft. Dodge, Ottumwa, Perry and Carroll, Iowa.

John T. Harper, junior member of the above firm since graduating from the University of Iowa 12 years ago, is chairman of the Automobile Committee.

The Entertainment Committee is headed by Clark Brown, president of the Clark Brown Grain Company. He started in the grain business at Gowrie, 20 years ago but came to Des Moines in 1906 as representative of Rumsey & Co. In 1912 he organized his own company and now has 12 elevators through the state.

C. H. Casebeer, vice-president of the Taylor & Patton Company, is chairman of the Reservations Committee. He has been in the Des Moines trade for 27 years, having represented Merritt & Co., the



THE BUSINESS DISTRICT OF DES MOINES

record. The membership is five times as large as it was in 1901, and there is even greater need for thorough discussion of the problems which confront the trade today than there was 22 years ago.

But whatever the crowd, Des Moines can take care of it in a style which will uphold the best traditions of Iowa hospitality. Iowa shippers will be out in full force to make the acquaintance of fellow shippers from Kansas, Nebraska, South Dakota, Missouri and Illinois, all of which will be represented, and of the receivers in all the large

has over 400 factories with a capital investment of over \$50,000,000. It is one of the largest insurance centers in the country; companies having their home office there have life insurance policies in effect of more than \$1,250,000,000. The city ranks fifth in the country in the amount of printing and publishing done there, having over 60 publications with a total of 11,135,000 copies per month. There are 28 state and national banks with deposits of \$80,000,000, and bank transactions in 1921 of \$2,419,956,432. So much for the basic worth and in-

Calumet Company, and Rumsey & Co. In 1911 he helped organize the firm with which he is connected at present.

Todd J. Patton is chairman of the Reception Committee. He succeeded to an interest in the Taylor & Patton Company upon the death of his brother, Max Patton, and although he is a newcomer in the trade, he is already one of the best known of the younger members of the Board.

With these men looking after the convention arrangements, grain dealers may be assured that

everything contributing to their comfort and enjoyment will be done well, and they may give themselves over without reserve to the full enjoyment and helpfulness of the convention. And there will be plenty of both. The speakers have been selected because each one has a message which intimately affects the trade, and the various committees will have matters of the utmost importance to present, much of it on subjects which will need and get a great deal of discussion.

Comparatively few dealers realize the wide activities of the Association and the amount of work done by the various committees. Their reports are important features of the convention.

THE PROGRAM

The program has been prepared with the greatest care and every session offers constructive and enjoyable numbers. The complete program follows:

MONDAY, OCTOBER 1

Morning Session, 9:30 O'Clock

Call to order by the president.

Congregational singing, led by J. R. Murrel, Jr., Cedar Rapids, Iowa. Each session of the convention will be opened with a few minutes of congregational singing led by Mr. Murrel. This is merely to promote good fellowship and start each session off with animation. Patriotic and popular songs will be sung.

Invocation—Rev. R. W. Thompson, pastor First United Presbyterian Church, Des Moines.

Address of Welcome on behalf of the City of Des Moines—Hon. Carl M. Garver, mayor.

Address of Welcome on behalf of the Des Moines Board of Trade—L. W. Ainsworth, secretary.

Response on behalf of the Grain Trade—E. W. Crouch, McGregor, Texas.

President's Annual Address—F. E. Watkins, Cleveland, Ohio.

Report of the secretary-treasurer—Charles Quinn, Toledo, Ohio.

MONDAY, OCTOBER 1

Afternoon Session, 1:30 O'Clock

Presentation of booster prizes.

Address—"Telephone Rates and Service," Eugene S. Wilson, vice-president of the American Telephone & Telegraph Company, New York City.

Legislation—A. E. Reynolds, chairman, Crawfordsville, Ind.

Trade Rules—C. D. Sturtevant, chairman, Omaha, Neb.

Membership—E. F. Huber, chairman, Minneapolis, Minn.

TUESDAY, OCTOBER 2

Morning Session, 9:30 O'Clock

Address—"Radicalism, a World Problem," Hon. Joseph A. Lawson, former member of the New York State Supreme Court, New York City.

Address—"The National Transportation Institute," Hon. Sydney Anderson, congressman from First Minnesota District and chairman of the Joint Congressional Commission of Agricultural Inquiry.

Committee on Rejected Applications—F. G. Horner, chairman, Lawrenceville, Ill.

Transportation—Henry L. Goemann, chairman, Mansfield, Ohio.

Telephone and Telegraph Service—Henry L. Goemann, chairman, Mansfield, Ohio.

Uniform Grades—Bert Dow, chairman, Davenport, Iowa.

TUESDAY, OCTOBER 2

Afternoon Session, 1:30 O'Clock

Address—Lieut. Gov. John Hammill, of Iowa.

Address—"The Practicability of State Warehouse Laws," Geo. A. Wells, secretary Western Grain Dealers Association.

Note—There will be a group meeting of feed dealers to discuss proposed changes in the feed rules. This meeting will be held immediately following the address of Senator Pitt.

Arbitration Appeals Committee—Elmer Hutchinson, chairman, Arlington, Ind.

Arbitration Committee No. 1—J. R. Murrel, Jr., chairman, Cedar Rapids, Iowa.

Arbitration Committee No. 2—F. B. Bell, chairman, Milwaukee, Wis.

Arbitration Committee No. 3—S. L. Rice, chairman, Metamora, Ohio.

Arbitration Committee No. 4—E. W. Crouch, chairman, McGregor, Texas.

Arbitration Committee No. 5—H. C. Gamage, chairman, Kansas City, Mo.

Arbitration Committee No. 6—I. C. Sanford, chairman, Portland, Ore.

Feed Arbitration Committee—J. H. Caldwell, chairman, St. Louis, Mo.

WEDNESDAY, OCTOBER 3

Morning Session, 9:30 O'Clock

Address—"The Railroad Problem," S. M. Felton, president of the Chicago Great Western Railway, Chicago, Ill.

Address—"The Fat of the Land," Prof. Royal H. Holbrook, Iowa State College, Ames, Iowa.

Feed Products Committee—E. C. Dreyer, chairman, St. Louis, Mo. (In presenting his report to the convention Mr. Dreyer will give results of the group meeting of grain and feed interests held the previous afternoon.

At this group meeting changes in the trade rules governing the handling of feeding-stuffs will be proposed. If the group meeting make any changes in the existing feed rules, Mr. Dreyer will present these changes to the general convention for adoption.)

WEDNESDAY, OCTOBER 3

Afternoon Session, 1:30 O'Clock

Milling and Grain Joint Committee—Frank Kell, chairman, Wichita Falls, Texas.

Merchant Marine—C. B. Fox, chairman, New Orleans, La.

Crop Reports—G. E. Blewett, chairman, Fort Worth, Texas.

International Relations—W. B. Bashaw, chairman, Montreal, Canada.

Hay and Grain Joint Committee—Geo. S. Bridge, chairman, Chicago, Ill.

Unfinished Business.

Election and Installation of Officers.

New Business.

Adjournment.

While the members of the trade who appear on the program need no introduction, those representing other allied interests are not so well known to many members.

Eugene S. Wilson, vice-president of the American Telephone & Telegraph Company, will discuss telephone rates and charges and at the conclusion of his address will give the grain men an opportunity to ask questions regarding rates and service. Mr.

of Agricultural Inquiry was one of the sanest and fairest documents ever submitted by a Congressional committee. He was chairman of the Wheat Conference at Chicago, and is now chairman of the Joint Committee on Wheat Research, made up of members of the Wheat Council and the U. S. Chamber of Commerce.

State Senator Milton B. Pitt of Iowa, who is the principal speaker for the banquet, has a national reputation as an orator. His subject "Americanism" sounds trite for us who are all Americans. But Mr. Pitt's exposition of the subject is not trite. It is up-to-the-minute and brings home with force the duties and responsibilities of each one of us in keeping our country, as it was designed to be, a real republic based upon equality and freedom. When he gets through we will all ask ourselves seriously whether we, in truth, measure up to the term "American."

S. M. Felton, president of the Chicago Great Western Railroad, began his career as a rodman on the Chester Creek Railroad in 1868. By the sheer force of his great executive ability he has risen step by step, mastering every situation, reconstructing, reorganizing, always the constructive builder. In 1917 he was appointed director general of military



ELEVATOR OF THE DES MOINES ELEVATOR & GRAIN COMPANY

Wilson graduated from Amherst College in 1902, and was a prominent athlete throughout his college course. The following fall he entered the law department of Washington University, St. Louis, and was admitted to the bar in 1904. In 1910 he became the local attorney for the Western Electric Company and in 1913 was appointed special counsel for the Southwestern Telephone & Telegraph Company. Since then his advance has been rapid, with increasing responsibilities and honors. Mr. Wilson is a fine speaker with a magnetic personality, and will make many friends at the convention.

Hon. Joseph A. Lawson, formerly of the Supreme Court of New York, has had a wide experience as a speaker and has made a close study of "Radicalism," the subject upon which he will address the meeting. The east side of New York has furnished Russia a number of the present leaders of the bolsheviks and Mr. Lawson is thoroughly conversant with the ideas and methods of these and other radical leaders. His address will give a startling picture of the wide scope of this movement and of its danger to our Government.

Hon. Sydney Anderson of Minnesota scarcely needs introduction. His report for the Commission

railways for the United States Army. He raised all the railroad regiments for overseas service, and purchased all supplies and equipment for use in France. He was vice-president of the Port and Harbor Facilities Commission of the Shipping Board and was afterward active chairman. He is a man typical of the great industry to which he has devoted his life, and will be an authoritative speaker.

Secretary George Wells of the Western Grain Dealers Association, is too widely known to need any introduction and Lieut. Governor Hammill will have a message of importance.

And last on the regular program is Prof. Royal H. Holbrook, combustion engineer for the Department of Engineering Extension of the Iowa State College. Professor Holbrook's work takes him all over the world. He is well known as a writer and speaker on technical subjects, but is in equally great demand as a popular lecturer. His talk on "The Fat of the Land" will be one of the high lights of the convention.

PROPOSED CHANGES IN TRADE RULES

Among the important subjects open for discussion will be the proposed changes in Trade Rules Nos. 6 and 7 which will be presented by C. D. Sturte-

vant of Omaha, chairman of the Trade Rules Committee. The proposed rules which will be offered for present rules Nos. 6 and 7, are as follows:

Rule 6. Billing Instructions and Breach of Contract by the Buyers (a) Unless otherwise agreed the seller shall have the option of making shipment at any time during the life of the contract.

(b) It shall be the duty of the buyer, on contracts for shipment within seven days or less, to furnish billing instructions to reach the seller on the day the contract is made; and on contracts for shipment within eight days or longer, to reach the seller within three days after the contract is made, and on contracts for deferred shipment, to reach the seller not later than the first day of the specified shipping time.

(c) If the buyer does not furnish billing instructions as provided in section (b), the seller may demand them by telegraph or mail and if, after such demand, the buyer does not furnish them to reach the seller by noon of the day following the receipt of such demand, or if in the absence of such demand from the seller the buyer does not furnish the said instructions to reach the seller within the life of the contract, the buyer shall be considered to have breached the contract.

(d) If the buyer does not furnish billing instructions as provided in section (b), but does furnish them as provided in section (c), the seller shall make shipment at his option within the period of time specified in the contract, figuring from the date the billing instructions are received.

(e) In case of breach of contract by the buyer as provided herein or otherwise, the seller shall have the right:

(1) To resell the grain for the buyer's account; the buyer to pay the seller the actual loss; or

(2) To retain the grain, the buyer to pay the seller the difference between the contract and the market price if lower, and actual expenses incurred; or

(3) To cancel the contract or any unshipped portion thereof.

(f) If the seller claims breach of contract, it shall be his duty to notify the buyer by letter or telegram to reach the buyer by noon of the day following the day upon which he has notice that the contract is breached, and to set forth in such notice his selection of the options provided in section (e). If the seller fails to so notify the buyer the contract shall be considered cancelled without prejudice to either party.

Rule 7. Incomplete shipments and breach of contract by the sellers (a) If the seller does not make shipment within contract time, it shall be his duty to so notify the buyer by letter or telegram to reach the buyer by noon of the day following the expiration of the contract. In the absence of such voluntary notice the buyer may, on the last day of the contract or later, demand advice from the seller as to whether the contract has been filled and in such case, unless advice is received by the buyer by noon of the day following the receipt of such demand by the seller that shipment has been made in contract time, the seller shall be considered to have breached the contract.

(b) In case of breach of contract by the seller, as provided herein or otherwise, the buyer shall have the right:

(1) To buy in the grain for the seller's account; the seller to pay the buyer the actual loss; or

(2) To collect from the seller the difference between the contract and the market price, if higher, and actual expenses incurred; or

(3) To cancel any unshipped part of the contract.

(c) If the buyer claims a breach of contract, it shall be his duty to notify the seller by letter or telegram before noon of the day following the day upon which he has notice that the contract is breached, and to set forth in such notice his selection of the options provided in section (b). If the buyer fails to so notify the seller, the contract shall be considered cancelled without prejudice to either party.

ENTERTAINMENT

So large a part of the convention program is of a serious business nature that the generous entertainment provided by our Des Moines brethren will be welcome as a relaxation. On Monday night, October 1, while the ladies are being entertained at a theater party, the men will enjoy a smoker with vaudeville and athletic stunts. The state has produced some remarkable athletes, known in collegiate halls of fame and also those in the professional limelight. It is safe to say that this part of the entertainment will be no disappointment.

On Tuesday noon the ladies will have a luncheon and musicale at the Waukonda Club, and will then be taken for a ride around the parks, the beautiful residential districts and to the country clubs. On Tuesday night will be held the banquet and entertainment in the ballroom of the Hotel Fort Des Moines.

CERTIFICATES FOR REDUCED FARE

To every member and associate member of the Association Secretary Quinn has sent a certificate permitting a rate of a fare and half for round trip.

If you haven't received one, whether you are a member of the Association or not, write to Charles Quinn at Toledo, Ohio, and get one. And this is the letter that comes with it:

All the railroads of the country have given the Association reduced rates for the Des Moines convention on October 1, 2 and 3. The rate will be a fare and one-half for the round trip!

In order to obtain this reduced rate, however, it will be necessary for you to present the inclosed certificate at the window when you go to buy your ticket for the convention! IF YOU DO NOT HAVE THE CERTIFICATE YOU CANNOT SECURE THE REDUCED RATE! Do not throw the inclosed certificate away or mislay it. PUT THE CERTIFICATE IN YOUR POCKET NOW AND KEEP IT UNTIL YOU START FOR THE CONVENTION!

When you go to the ticket window in your home town simply shove the certificate in and say: "I want a return trip ticket to Des Moines for the convention of the Grain Dealers National Association."

You will have no further bother except merely to hand your ticket in to the ticket agent at the Des Moines depot when you are starting home on the return trip and have him stamp it. That will take but a moment. The ticket that the railroad agent will sell you before you begin your journey will be at a rate of one and one-half fares for the round trip. The ticket carries all the privileges of a first class ticket bought in the regular way at full fare!

Remember that the inclosed certificate entitles you and each member of your family to the reduced rate. One certificate is enough for each family.

KEEP THE ENCLOSED CERTIFICATE! IF YOU LOSE IT YOU WILL HAVE TO PAY FULL FARE TO DES MOINES AND RETURN!

From the present viewpoint it looks as though the convention would be one of the best ever held by the Grain Dealers National Association, and that is saying a great deal. It will be a meeting which no grain dealer can afford to miss and for almost everyone will be a source of satisfaction and profit which will be long remembered.

FALLACY OF THE HOLDING PLAN

BY JOHN J. STREAM

President Chicago Board of Trade

How to aid the wheat grower is a question that has been widely discussed in recent months. Many are the suggestions advanced. Some of these are so wholly impractical that they hardly merit consideration. Others which at first glance would appear feasible, fall flat when applied to the test of sound economics.

A plan that is at present receiving some attention provides for the withholding of grain from the market. It has been pointed out by the sponsors of this proposal that if the farmers would withhold from market some 200,000,000 bushels of wheat the tendency would be for higher prices.

The utter impossibility of such a plan, so far as a permanent solution of the problem is concerned, must be apparent to anyone who will take the trouble to analyze it. In the first place it is reasonable to assume that those farmers who are in actual financial distress as a result of low wheat prices are not the farmers with modern facilities for storing grain on the farm. Nor are they financially able to construct the containers essential to carrying out the project, if we are to believe the stories farmer leaders are broadcasting as to the plight of the wheat grower.

But let us assume for the moment that there were adequate storage facilities on the farm. Let us assume further that farmers were genuinely anxious to carry out the proposal and that, acting concertedly, they did withhold their wheat from market. In spite of such a situation and in spite of a successful campaign which induced the farmers to act as a unit in the matter, the problem would be further than ever from solution.

Keeping wheat off the market never has and never will change the supply and demand status. Keeping wheat off the market would accomplish absolutely nothing of a constructive character. It would simply add to the confusion that already obtains in the great markets as a result of agitation and ridiculous public pronouncements by ill-advised politicians.

By no stretch of the imagination could such a policy change the surplus that remains to be disposed of. This surplus must compete with the crops of other nations. Whether such competition

came this year or next it would inevitably come, for in time the grain so withheld would have to be marketed.

Now let us suppose that the farmers who hold this wheat in bins on their farms were to carry it until the next crop arrived. Let us suppose too that the next crop also happened to be a big one. What about the old wheat on the farm? Would the market absorb it at higher prices than now prevail? Could the great surplus be marketed, along with the new bumper crop, without sending prices to far lower levels than those already experienced? Even if the world demand were unusually good, would it be possible for the farmer with the old crop on his hands to obtain a price sufficient to cover the additional cost and risk incident to the months of storage?

The whole scheme is quixotic. It would simply make incompetent speculators of all the farmers who joined the movement and would likewise place a burden on those farmers who had marketed their crops in the normal way.

One single hope would shine out for the success of the undertaking. Should there be a crop disaster next year, a disaster of sufficient magnitude to affect the world situation, then prices might move upward to a level that would have justified the speculation. But there is no reason to anticipate such a crop disaster. On the contrary it is reasonable to expect the normal crop, adequate to care for the needs of the consuming nations of the world.

Weighing each phase of the plan carefully and without prejudice, one is compelled to pronounce the project as visionary. It does not carry through to a logical conclusion. It seeks a possible temporary improvement at the risk of creating a far greater burden later on. It fails to recognize the fact that the farmer's real problem is finding a market, not simply keeping his wheat off the market.

Most of the reformers who are out today with the avowed purpose of improving the condition of the farmer seem to start their efforts at the wrong end of the economic tangle. They harp on the single thought that wheat prices are low. They fail to recognize that wheat prices are not ruinously low, but that the things the farmer must buy are out of his reach. They are inclined to overlook the high tariff and the unprecedented wages being paid in most industries. Of course this high tariff and the high wages which labor demands and receives are the factors that compel the farmer to pay far more than he should for the things he must buy.

While the farmer sells his wheat in the world market, the high tariff and high wages deny him the privilege of buying what he needs in the world market. Along with high wages has come restricted hours of labor. In one industry after the other working hours have been reduced and wages increased. This has been reflected in prices with the result that the farmer's dollar from wheat does not have the purchasing power to which it is entitled.

For many years dollar wheat was the dream of the grain farmer. He would be happy and prosperous with dollar wheat today if labor czars and politicians would permit him to be. But to advise the farmer to solve his own problem by the unsound expedient of keeping the wheat he has produced, is nothing more than a new imposition upon him. It would be poor judgment, and the farmer has already suffered enough from poor judgment of his leaders.

A movement to hold wheat from the market, it will be recalled, was launched in 1920. Those fostering the proposition painted rosy pictures of how prices would swing upward. There was no reason, they pointed out, to accept prices for wheat lower than those that had existed during and for some months after the war.

How many farmers fell victim to this false doctrine probably never will be known. They held their wheat and watched prices drop downward and downward. Their puny efforts to stem the tide of post-war price readjustment were of no avail. Some of them saw their profits wiped out,

profits they had counted upon to meet obligations, such as the purchase of additional farm land.

What excuse was offered by those who sponsored this unhappy movement? They had none. Their promises of higher prices had fallen flat; the scheme had ended in despair.

But the political agitators who were depending upon agrarian support found a way out of the tangle. They immediately let loose a flood of vicious propaganda directed at the marketing system. Their cries found a way into the daily newspapers, the farm press and even into the great national magazines. Speculation and price manipulation downward was the charge hurled at the exchange. It was a sensational charge, one that would quickly fasten itself upon the imagination of the disgruntled farmer.

The wave of criticism swept from the wheat fields eastward and spent its fury in the halls of Congress. Days, weeks and months were devoted to the troubles of the grain farmer by congressional committees. Witness after witness was called in a futile effort to show that the imperfections of the marketing machinery were largely responsible for the great price deflation.

At length legislation greatly restricting the work of the grain exchange was enacted. Agrarian leaders pointed to this accomplishment in a flush of pride. They told the grain farmer that it meant an end to his marketing troubles; that sufficient shackles had been placed upon the machinery to prevent it from doing the things it had been accused of doing; that on the other hand it would in the future do only those things which were in the best interest of the producer.

Today the farmer is witnessing the emptiness of this promise. Instead of being healthy and normal his market has been constantly disturbed by the new restrictions and he has suffered accordingly.

Now comes the Federal Trade Commission to further shake the confidence of the farmer in the doctrines of agrarian politicians. After an exhaustive investigation, the Commission reaches the conclusion that the great price slump from July, 1920, to September, 1922, was NOT due to speculation or manipulation but "to other factors, including supply and demand."

Perhaps never before in history has an industry undergone so protracted a period of bitter criticism only to be completely vindicated in the end. The Commission finds, in effect, that all the arguments of the agrarian politicians were wrong; that they were misleading the farmers when they were preaching that speculation and price manipulation rather than natural causes had beaten down the price of grain.

Withholding grain from the market in 1920 could not repeal the inexorable law of supply and demand. Restrictive legislation, based on charges now found to be untrue, could not set aside the law. Nor could other political tinkering with the marketing machinery. It could but drive the necessary speculative force out of the market. And with speculation deflated the producer feels the effects of the unsupported market.

Like everything else, the radical wave must have an ending. Already there are signs of a farmer revolution, not against laws or institutions, but against the false doctrines which for three years have been ringing in his ears. He is growing restive. He is tiring of campaigns for this and that, of movements that promise prosperity and in the employment of more high-salaried leaders. He yearns for a return to the days of peace, when he produced a crop and marketed it without the aid of men who know little of farming and less of economics.

In this state of mind, the dirt farmer, the man who plants his wheat and harvests it, can hardly be expected to assume new risks such as those involved in the storing of wheat on the farm in the vague hope of enhancing prices.

There is far more pessimistic talk about agriculture than is justified by actual conditions. Even for the grain farmer all is not pessimism.

In spite of the great price slump, the grain farmer, according to official figures, will receive \$500,000,000 more for his crop this year than he re-

ceived last year. But stressing that point would not get votes for the politicians. They must heap pity upon the farmer, magnify his hardships and spread gloom, even though it impairs his credit, upsets his marketing machinery, disturbs industry and blocks the natural progress of a nation.

When the farmer fires the politician and begins thinking for himself a new period of prosperity will open up for him. Then we will see a united nation, happy, prosperous and economically stronger, with agriculture and industry fighting shoulder to shoulder to solve our domestic and international problems.

Such solidarity can never be attained by fostering class feeling. Nor can the goal be reached through ill-advised and dangerous experiments with economic laws.

WEIGHING AND LOADING

BY TRAVELER

This is a day when the man giving the best and most efficient service can confidently expect to get the preference in business. And this rule applies to the elevator business with special force. If you still cling to antiquated equipment for receiving the farmers' grain at your elevator, you have no one but yourself to blame if you see your trade gradually, but surely, slipping away to your more up-to-date competitor.

Some elevator men think that if they have an up-to-date wagon lift and dump for receiving the grain from wagons, they are well equipped to satisfy the farmer and give him prompt service; but they are mistaken,—they have not gone far enough.

Suppose a farmer drives up with a load of grain and you are loading a car through an old-fashioned hopper scale? You have one elevator leg and the dump is full. What do you do? You tell him to wait while you "shift over" and elevate the grain that is in the dump. This, of course, can't be done in a minute, and your customer is obliged to wait around until you are ready for him. The farmer may not say anything at the time, but while he is waiting he may perhaps be thinking of a competitor of yours where his grain is always unloaded the minute he drives up, and when he starts to town again with another load he may decide to take it to the other fellow.

If you would follow the farmer to the other fellow's elevator you would perhaps find that, first of all, he is equipped with two stands of elevators, so that he can be taking in grain with one, and loading out with the other. You would further find that, instead of having to spend his time weighing grain through a hopper scale before it goes into the car, he has his elevator equipped with a modern automatic scale, which looks after the weighing much more accurately than any human can. He is thus enabled to wait upon his customer and never pause in the operation of loading the car of grain.

There was a time when the automatic scale was something of an experiment, and could not be relied upon to give accurate weights. At that time, railroad companies would not accept the register figures as an accurate tally of the drafts loaded into the car, when deciding claims for shortages. But the automatic scale has long since passed the experiment stage, and, to-day, it is perfected to a point where its weights are absolutely accurate. It completely does away with the human element in weighing, and thus eliminates the chances of the person weighing putting down the same draft twice, or omitting to put it down at all.

There is another point in the loading of a car, which also has a bearing on the service given to a customer, and that is in the kind of loading-spout used. If the spout from the head of your elevator is built with any sort of a bend in it, the descending grain will lose its force and will not be precipitated to the end of the car. That means that you must get into the car and shovel the grain back. This is one of the hardest jobs around an elevator, and is responsible for so much lung congestion among elevator men. While you are back in the car, shoveling, you are not giving the proper

attention to your office and customers. If the telephone rings, you cannot hear it. If a farmer drives up, you are not aware of it until he calls you out of the car.

And it is all unnecessary. In most cases, spouts can be fixed so that the grain will have an uninterrupted flow from the head of the elevator, and a good flexible spout will shoot it back to the end of the car. Where there is insufficient fall, or for some other reason this can't be remedied, a power loader can be installed which will send the grain back with the force of a gatling gun. Although these power loaders require considerable power, they serve a dual purpose. They not only load the grain in the best possible manner, but the powerful air blast acts as a cooler and drier for grain that may be slightly damp or hot.

With equipment of this kind, the drudgery of the elevator business is eliminated, the elevator man's health is largely conserved, and he is able to present a better appearance to his customers, instead of crawling from a car covered with dust and dirt.

"JIM DUNN"

BY HOOZUS

Jim Dunn, who runs the elevator at Sperry Siding, says: "Rush Lenox stopped in th' other day, with a little grist, an' he says t' me, he says: 'Dunn! I reckon you'll have t' wait a spell afore ya get my crop this year. Us farmers are a'goin' t' hold our stuff back until we put th' price up t' suit us.'

"O' course I knew Rush had been a'gettin' that dope from th' proppygandists in th' papers, an' so I says t' him, I says: 'Rush! here's what I think o' that idee, an' what it puts me in mind of. Ya know I've allus took a little somethin' reg'lar t' keep away colds an' get th' dust out o' my system, an' Marthy she's allus been sorta set against it.

"'Well, a while back she took t' hidin' my supply, a'figgerin' t' kinda get me out o' th' habit. Knowin' Marthy's disposishun I don't say nothin' nor argue none; but I gets t' spendin' my evenin's a'visitin' friends an' a'comin' home feelin' pretty perky all th time.

"'Finely, I noticed my stock was back in its ol' place again, so I says t' Marthy, I says: 'Marthy! I see my remedies have come out o' retirement again.' An' Marthy she says t' me, she says: 'Yes, I'd cal'lated since probishun that stuff'd be pretty scarce, but seems like there's more stickin' around than ever.'

"'An' that's about th' way it will be with your wheat, Rush,' I says. 'About th' time farmers get ready t' sell ya'll find ever'buddy's been supplied, an' then ya'll be holdin' th' bag.'

"'Well, I don't know whether I convinced Rush, but I sent him away a'thinkin', ennyhow."

LITTLE TIPS FROM "JIM DUNN"

Nowadays, if ya want t' succeed in th' elevator bizness, ya not only gotta be "on th' wagon", but ya gotta help unload it.

Ever'thing's gotta be exercised t' be enny good; an' that includes your brains, if ya got enny.

If things keep on, th' only way a feller can stay in th' grain bizness is t' get elected t' Congress.

Looks like they oughta have a employment burow for managers o' farmers' elevators.

Some fellers no jest what th' market's a'goin' t' do; but they usely ain't been in th' bizness very long.

It's a'gettin' rarer all th' time, but now an' then ya'll find a feller that don't take a trade paper. And he usely seems kinda shamed o' himself.

If ya've put some new wheat on top o' old, ya needn't worry none; ya'll discover th' mistake afore long.

If your scale'll only handle wagon loads, there's a lot of it a'gettin' away. Most farmers, to-day, would sooner hold a steerin' wheel than a pair o' reins.

A empty water barrel in a elevator is jest 'bout as much account as a empty bottle at a Irish picnic.

Ya hear fellers tellin' 'bout loadin' a car o' wheat that's been hot an' gettin' it through all right, an' ya wonder why them things never happen in real life.

THE AMERICAN ELEVATOR AND GRAIN TRADE

Forty-Second Year



Published on the Fifteenth of Each Month
BY

Mitchell Brothers Publishing Co.

OFFICE:

**Manhattan Building, 431 South Dearborn St.
CHICAGO, ILL.**

A. J. MITCHELL.....Business Manager

Subscription Price - - - - \$1.00 per Year
English and Foreign Subscription 1.75 " "

ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

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We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

Official Paper of the Grain Dealers National Association and of the Illinois Grain Dealers Association

CHICAGO, ILL., SEPTEMBER 15, 1923

THE GLUTEN CONTENT AGAIN

KANSAS has a mighty good secretary of Agriculture in J. C. Mohler. His reports are models of interest and value and he has done a great deal to promote the prosperity of the farmers of the state. Mr. Mohler has an obsession. He is determined to have the Federal wheat grades revised to include a test for and a statement of the content of gluten in all wheat graded. Mr. Mohler says: "As merchantable commodity the chief value of wheat lies in the gluten content. . . . The farmer is now the victim of two distinct systems of wheat grading. When he sells it is often without official grade, but in moving to market the wheat takes on the Government grades until it reaches the speculator, when much of it is graded on its protein content, which is the real basis of value."

No one disputes the value of gluten in bread flour. But to be of value the gluten must contain the right proportions of gliadin and glutenin and this is a test of extreme delicacy wholly unsuited to the hurry of the inspection laboratory. A high gluten wheat may make a soft, runny dough and poor bread, while a wheat with less gluten may make a fine tall loaf. Millers have been fooled on this more than once, and did not know what poor flour they made on certain crops until complaints began to come in from customers.

On the other hand certain districts are known to produce uniformly strong wheat, and the bids to stations in those districts are invariably higher than to uncertain districts. Whether this premium is reflected back to

the farmer in all cases is doubtful, but where there is competition any discrimination is likely to disappear quickly.

So far as gluten being the most valuable merchantable commodity in wheat, it is fairly answered by the fact that southern Illinois mills, grinding Soft Winter wheat with a negligible amount of gluten, command top market prices for their flour, often well above high gluten flour. The value of wheat lies in the amount of flour it can produce. If high absorption bread flour is desired the gluten content can be raised by mixing in wheat from districts such as mentioned above. If gluten content were a grade test where would Mr. Mohler put the small shrunken kernels which run so high in gluten but require about six bushels for a barrel of flour instead of four and a half or less. Mr. Mohler's idea is all right, only it wouldn't work.

DIRTY GRAIN

EVERY so often a car of grain comes to a terminal market with a large amount of trash thrown on top of the load. This means a severe penalty for the grain, enough in many cases to absorb all the profit, and that is unpleasant for both shipper and receiver. The matter was called to our attention by *Doings in Grain at Milwaukee*, but as all markets have the same trouble it should have wider publicity.

This trash, consisting of sticks, stones and cinders obviously does not come from the elevator proper, but may be swept up by an over thrifty shipper from around a leaking spout. More often than not the discount on the car due to the trash present is greater than the value of the grain salvaged. It is better to make allowance for the spilled grain in your weights and then use it for chicken feed or clean it before shipping.

Sometimes the railroad is responsible, trying to salvage the grain from a leaking or broken car. In this case it should be held accountable for the discount which, on the whole car, may be greater than the loss in weight would have been. This is just one of the many things that unnecessarily cause misunderstandings between shipper and receiver and should be avoided whenever possible.

REDUCED WHEAT ACREAGE

PRELIMINARY guesses by the Department of Agriculture indicate an intent to plant about 15 per cent less Winter wheat than was planted last year in the country. The survey was made when the wave of wheat pessimism was at its height. Now that the outlook is somewhat brighter, many farmers have doubtless revised their "intent" and the acreage may be anywhere from 15 per cent less up to 15 per cent more. Many sections have had an abundance of moisture which has put the soil in excellent condition and has multiplied the temptations to put in more wheat on the chance that other farmers are planting less.

There has been too much talk of vast areas where nothing can be grown to such good

advantage as wheat. This talk is heard in the Northwest and the Southwest. In both localities there is a lot of ground valued at \$100 per acre, and it remains to be demonstrated that wheat can be grown profitably, except under abnormal conditions, on \$100 land. There is a \$5 interest charge to take care of before the ground is even broken, and a large yield at a good price is necessary if the farmer is to make anything on the crop.

It is estimated that a wheat crop takes 30 days of actual labor. Even if this estimate is doubled, the one crop farmer has 305 days remaining. What does he do with it? Does he expect one day's labor to support him in five days of idleness? Even a bricklayer couldn't do that. This might be a fertile subject for investigation by the Joint Wheat Committee: To find a means of employment for the wheat grower during his idle time.

Of course diversified farming would employ him every day of the year, but there remain claims of the "good for nothing else but wheat" clan. A recent survey in North Dakota, the heart of the "nothing else butters," revealed the fact that some of the more prosperous farms of that commonwealth grew no wheat at all. Perhaps Dr. John Lee Coulter could spend his time to better advantage in telling North Dakota farmers what to substitute for wheat, than in supplanting President Coolidge to call an extra session of Congress to subsidize the grain.

CROP CONDITIONS FOR SEPTEMBER

SEPTEMBER estimates of crops can generally be relied upon as fairly close to the final returns, but weather conditions this year have introduced an element which may make material changes in the year's figures. The Government report of September 10, gives an estimate for corn of 3,076,000,000 bushels which is 185,000,000 above the yield last year. But half the crop is within the frost danger line and rain and cold weather have retarded ripening materially. The states in this area and their estimates in millions of bushels are: Pennsylvania 61; Ohio 177; Indiana 201; Illinois 362; Michigan 60; Wisconsin 90; Minnesota 152; Iowa 422; South Dakota 129; Nebraska 257; and part of Kansas whose total is 126. So the final estimate of the corn crop may be quite different.

Winter wheat yield is 568,000,000 bushels; Spring wheat 221,000,000; all wheat 789,000,000. Much of the wheat that has moved so far is poor stuff which millers will use only when forced to do so. There is already a stiff premium for good milling wheat, and it is not improbable that the duty on a large volume of Canadian wheat will be paid by Spring wheat millers this year.

The oats crop indicates a yield of 1,311,687,000 bushels, which is about 4,000,000 less than August estimate, but 111,000,000 more than was harvested last year. Much of the oats, however, like wheat, have been stained and sprouted in the shock and are of poor quality.

Tame hay shows a prospect of 81,900,000 tons and wild hay 16,100,000 tons. This is 15,000,000 tons less than last year, the differ-

ence all coming out of tame hay. Barley shows a yield of 199,000,000 bushels, and rye, 64,800,000 bushels, the latter a decrease of about 30 per cent from last year. The rice crop is short 10,000,000 bushels under last year, the estimate being 32,600,000 bushels. The grain sorghums will yield 101,000,000 bushels. There appears to be no farm menace in these returns.

ONE WAY TO EXPORT

AMONG the remedies for mending the wheat situation, that of George H. Stevenson of Baltimore has created wide comment. He proposes that for every dollar expended by debtor nations for our wheat, the United States Government shall cancel a dollar of the debt owed us, the price paid for the wheat to be Liverpool price plus tariff differential of 30 cents a bushel, less transportation cost. In other words we will forgive our debtors in proportion to the capacity of their stomachs.

In the first place it appears that the amount of wheat suitable for milling or for export is not burdensome. Our millers are paying good premiums for it. Furthermore the cancellation of debt would be a wheat subsidy just as much as though the Government guaranteed the price. As this plan would have to be continued through several years if it were to have any effect upon the foreign credit situation, it would stimulate wheat production, which is the one thing to be avoided if we are ever to balance agricultural supply to the domestic demand. Otherwise the plan is a good one.

No one denies that the commerce of the country would be in a much more healthy condition if foreign nations did not owe us so much. On the other hand everyone feels that the payments against our foreign loans should be used to retire the Government's domestic indebtedness and not to subsidize one particular industry, nor, indeed, for any other purpose. Mr. Stevenson's plan, like most of the others submitted, considers only the distress of the wheat farmer and nothing else. Perhaps complying with the demand of natural law is the only permanent and effective solution to our difficulties.

CANADIAN DIFFICULTIES

CANADA has definitely taken her place as the world's greatest wheat exporter. There is still a vast area of unbroken prairie in the Dominion that is suitable for wheat growing, and as this new land is gradually put under cultivation the Canadian wheat crop will yield not only the greatest exportable surplus, but the greatest actual volume of any country. The Canadian Government September report estimates the yield of wheat at 471,000,000 bushels, compared with 400,000,000 bushels harvested last year.

The problem of shipping the wheat is worrying Canadians more than the size of the crop. American vessels will not operate at Fort William and Port Arthur under the new Dominion shipping law. All of the vessels of the Standard Shipping Company, a

Canadian concern, have been ordered to the Head of the Lakes, but these vessels will not be able to handle all the wheat offered. Rates to Montreal have already advanced to 11 cents, as against 7½ cents from Chicago, and there will have to be a large all rail movement to Atlantic ports.

It is anticipated that twice as much wheat as last year will find outlet through Vancouver, but the railroads have already put into effect the permit system to that port, only the wheat being accepted for which vessel room has been secured. It looks as if the great bulk of the Canadian crop will have to wait over to meet Australia and Argentine competition in the Spring. This does not promise well for the American farmers who are holding back their grain for the so-called "orderly marketing."

UNIFORM WAREHOUSE LAWS

STATE Boards of Agriculture in Missouri and Texas have joined forces in proposing simpler state and Federal warehouse laws and regulations, and more uniformity and harmony of state laws governing warehousing and storage of grain. The need is great and will doubtless become greater as the various states begin to turn out their regulations for farm storage.

The situation is difficult enough as it is. In Montana 150 elevators have declared they will not take out warehouse licenses because of the provision in the law relating to redelivery of grain, which provides that the grower or owner of the grain may have the option of receiving his grain at the point of receipt or at defined terminals. Some states require the elevator to accept all grain offered for storage regardless of how crowded it may be. Other states allow no exercise of judgment by the elevator operator as to the safe condition of the grain. And so in an endless variety of ways the laws make warehousing difficult and dangerous.

There is a National Association of Commissioners, Secretaries and Departments of Agriculture, which is in a position to iron out the difficulties and agree upon uniform laws. Whether they will do so or not is open to grave doubt. Some of the state agencies are mere instrumentalities of the Wheat Growers, others are practical business men who would work for the best interest of the commerce in grain in the larger sense, and still others have their eye upon the interest of the consumer, the city worker only. It will be no little job to harmonize these conflicting interests, and Missouri and Texas have started something that will tax their greatest powers of persuasion.

ONE ELEMENT OF WEAKNESS

PLANs of the Wheat Growers have been criticized on various economic grounds. It is not difficult to point out fallacies in their reasoning so far as wheat pooling is concerned. But there is one factor involved which has had little discussion, but which is tremendously important in any marketing scheme; and that is the human element.

The proprietor of a store recently wrote to

former customers who had discontinued trading with him, asking them why they had transferred their accounts to other merchants. Over 90 per cent gave as the reason for changing dissatisfaction with the service and not with the quality of the merchandise. The human element was the determining factor. And this is true of the majority of all business. The amount and kind of service rendered makes or loses friends. The plan of the Wheat Growers under the five-year contract, requires the farmer to deliver his grain to a member elevator, and it is then disposed of by the selling branch of the organization. M. E. Greenleaf, manager of a co-operative elevator, recently pointed out the danger of this situation. He said:

To my notion it would be an exceptional manager who would not eventually get into a rut if the incentive for keeping up on his toes were taken away by having the necessity for it eliminated. If all of his stockholders had to bring their business to him he would become an automat and would fail to see the need for giving anything more than the service required in weighing and paying for the grain.

Mr. Greenleaf puts his finger on the thing which has wrecked every Utopian scheme ever tried out. They all look well on paper, but all fail to take into consideration the frailties of human nature, and the schemes are never stronger than the people who carry it out. Utopias are a gathering place for incompetents, and incompetents set no rivers on fire.

EUROPEAN AFFAIRS IMPROVING

SINCE the armistice Europe has been a cauldron of tribal and geographic jealousies, wars' alarms and frenzied finance. These conditions have made international commerce difficult and have caused much unnecessary suffering in all countries. Just at present, however, the general situation contains more cause for optimism than it has for some time.

Russia is apparently paying stricter attention to its own affairs and less to revolutionary propaganda in other countries; Austria, after reaching the very depths of the financial abyss, is on the road to recovery and with assistance from outside will pull through; Germany has ceased its passive warfare in the Ruhr and will soon be willing to talk business, but it will have to accept the same sacrifices that Austria has made before it can regain the world's confidence; Italy and Greece have made a good start at a settlement without precipitating another general war as was threatened when the difficulty arose; the rest of Europe is at work and progressing slowly toward stable and improved conditions.

A world at peace insures more or less international trade with accompanying prosperity. Every industry in the United States is doing its utmost to widen its foreign markets, for we have learned that even prosperous America cannot live within itself; it must find an outlet for its surplus production. During the last year the grain trade has been more concerned with the foreign market than ever before, and the problem will grow in difficulty through several years to come.

The reasons for this are obvious. Europe has a long way to go before it becomes any-

thing like as prosperous as it was before the war. Every country is on a basis of strictest economy. It is subsisting on the cheapest foods, substituting what it can raise for what it would otherwise have to import. To be sure our bread grain exports last year were nearly twice as large as before the war, but they were materially less than in the 1921-22 crop year, and will probably grow progressively smaller until the pinch of European poverty has been removed. On the other hand the Orient is consuming far more flour than it did before the war. Here again, however, finances will determine the amount of bread grain that can be absorbed in the Far East. The Chinese and Japanese eat bread only when it is cheaper than rice, but the number of people in those countries who prefer bread, other things being equal, is rapidly increasing.

The disaster which has befallen Japan appeared at first to have retarded the development of the country for generations. But on more mature consideration the opposite seems to be the case. Japan's credit is good; it will have little difficulty in borrowing money, and as the people are industrious and adaptable the country will probably make more progress in the next decade than it would in a generation of gradual evolution. The prospects of the grain trade are brighter in the Orient than in Europe, not in quantity, but in increased percentages.

EDITORIAL MENTION

Railroad employes are clamoring for higher wages. The chance for material freight reductions looks small.

Our next issue will contain the verbatim report of the National Association meeting. Hope we will meet you at Des Moines.

Neither the trouble between Italy and Yugoslavia over Fiume nor the revolt of the Spanish Army will touch American grain interests to any extent.

We hope that President Coolidge can differentiate between the resolutions which are passed as an expression of good will toward the farmer and those which state a real if perverted economic belief.

In Canada the Government pool did not finish payments for the 1919 crop until after September, 1921. And the poolers are the first to kick if they don't get their check from the independent dealer right on the dot.

October 15 is the date set for the completion of a 1,000,000-bushel addition to the Western Terminal Elevator at Fort William, Ont. It looks as though the Head of the Lakes would have use for every bushel of capacity this year.

If we were asked the best way that farmers could save money, we would say by separating Benjamin C. Marsh from his job as managing director of the Farmers' National Council. Marsh is a red radical and destruc-

tive of the farmers' best interests. His unbalanced utterances do more harm to the cause of the farmer than any of the things of which the farmers complain.

Cost of raising wheat in North Dakota for 1923 is estimated at from \$3.33 per bushel to 89 cents a bushel, depending on the yield per acre. Shall we fix the prices at \$3.50 per bushel so the low producer can make a reasonable profit? That would be the ideal of the extremists.

The First National Bank of Huron, S. D., is reported to have bought an elevator of 30,000 bushels' capacity. Storage tickets on the elevator will be used as collateral for farmers' credit at the bank. This may establish good will but it is poor banking.

The hold-your-grain campaign among farmers will probably bring forth a great many demands for storage in country elevators "to be held until called for." Storage rates will not pay the overhead of a country elevator and if wheat is stored for one it will be hard to keep the peace unless it is stored for all.

The president of the Chicago Joint Stock Land Bank says that nine of every ten farmers who are borrowers are carrying their obligations satisfactorily. During the last six years with an average of \$50,000,000 in loans out, the Chicago bank has had only 13 defaults. This does not look as if many farmers were ruined.

The maximum charge, fixed by the Montana state law, for receiving grain, grading, weighing, elevating, insuring, storing for 15 days or part thereof, cooping car, and delivering in accordance with the terms of the warehouse receipt, is four cents. Will some Montant operator please rise and tell the class how it can be done?

During the slump in corn prices two years ago a number of western merchants accepted corn at considerably over the market, in exchange for goods, and eventually made money on the transaction. This year they are paying five cents bonus for wheat, taken in trade. If it is good wheat the merchants are in a fair way to make a lot of money.

In spite of the fact that car loadings in the four months ending July 21, were the largest in the history of the railroads, a car surplus of about 70,000 cars has been accumulated. The next heaviest movement was in 1920, but the result was a car shortage of over 140,000 cars. This marks the greatest increase in transportation efficiency since Government control, in the history of railroad-ing. And yet some people think the Government could run the railroads cheaper than private individuals can!

A special report to an Omaha paper from Washington carried the statement that the Bureau of Agricultural Economics was to be transferred from the Department of Agriculture to the Department of Commerce. The story carried an elaborate explanation of the why and wherefore, but as we have heard it

from no other source it is quite likely in the class with the report, also from Omaha, that the Department of Agriculture was making a secret investigation of that and other markets. All of which was without a vestige of truth.

Benjamin Marsh says half a million farmers face the loss of their farms and life savings, and J. H. Tregoe, secretary of the National Association of Credit Men, says the farm buying power has not been impaired. Between the two we can arrive at the conclusion that farm conditions might be better and they might be worse.

Unless extraordinary care is taken there will be heavy losses this fall from tough wheat. It will pay every dealer to investigate carefully the conditions under which every farmer's wheat was threshed and stored. Then he will know what precautions to take when he buys. In case of an argument the only answer is a moisture tester. No dealer should be without one of these useful accessories this season.

A suggestion from Germany is that German purchases of American grain be paid for with non-interest paying German Government bonds in denominations of \$100 or less, issued directly to the American grower. This is a plan worthy of the attention of the U. S. G. G. They will not have to hoard their grain with its attendant danger of weevil infestation, but, of course, they will have to be careful that moths don't get into the German bonds.

Those in charge of the bulk grain handling system which will soon be in effect in South Africa, have appealed to the Canadian Board of Grain Commissioners for experienced elevator operators to start the African elevators and put them on an efficient operating basis. No doubt the Commissioners will look to Port Arthur and Fort William for the men they recommend as the Head of the Lakes is the center of Canadian elevator activity with the largest storage in the world.

The National convention at Des Moines will afford a great opportunity for western shippers to get personally acquainted with their eastern and southern receivers. A recent survey of Iowa co-operative elevators showed that a large percentage used four or more terminal markets, shipping direct, in some cases, to the seaboard. Most of these receivers will be represented, and personal acquaintance is an important factor in satisfactory business relations. Come and get acquainted.

A passenger conductor on the Milwaukee Railroad saved an elevator at Billings, Mont., from burning recently when he ordered the engineer to uncouple the engine, run up on the switch to the elevator and throw a curtain of live steam between the plant and a frame dwelling which was on fire. The steam prevented the spread of the fire. An emergency like this shows the caliber of the man. Nine out of ten would have stood by and watched the elevator burn.

R. M. WHITE
Duluth

NEWS OF THE TERMINAL MARKETS

BERT A. BOYD
Indianapolis

CHAMBER ESTABLISHES TRAFFIC BUREAU

The Salina Chamber of Commerce, Salina, Kan., has established a traffic bureau for the service of members. J. W. Holloway, formerly traffic manager of the Weber Flour Mills Corporation of Salina, is manager.

NEW PUBLIC ELEVATOR AT LOS ANGELES

Plans are said to be about completed that will result in the erection of a new public grain elevator and warehouse of 250,000 bushels' capacity at Los Angeles, Calif. The estimated cost is \$600,000, and it will be known as the Los Angeles Terminal Elevator. E. W. Thompson, local grain man and miller, will be president of the company, organized to build the new house.

OLD OFFICERS ARE RETAINED

The annual meeting for the election of officers of the Merchants Exchange Association of Portland, Ore., was held in August. On account of the process of the reorganization of the Exchange, the old officers retained their positions until reorganization is completed. These officers are: F. E. Rider, president; T. A. Kiggs, vice-president; R. S. McCarl, secretary-treasurer; A. N. Chrystall and H. A. Martin, directors.

BENEFIT ASSOCIATION AFTER NEW MEMBERS

A committee of 25 members of the Chicago Board of Trade Mutual Benefit Association has been appointed to inaugurate a drive for new members. The membership of the Association at present totals slightly less than half the total membership of the Board, and it is believed that it can be largely increased by intensive work on the part of the members. Benefits at the present time are about \$2,400.

KANSAS CITY BOARD APPOINTS A CASH GRAIN COMMITTEE

The Kansas City Board of Trade has appointed a Cash Grain Committee, which will have as its work the adjustment of differences between buyers and sellers in cash grain transactions. The decisions of the committee are not final, either party having the right to a hearing before the regular Arbitration Committee of the Board. The members of the new committee are Howard A. Merrill, Harry G. Stevenson, and William Young.

GOOD MERCHANDISING OUTLOOK AT BUFFALO

The movement of oats to this market during the last few days of August and the early part of September was quite heavy since which time it has fallen off sharply. The trade were enabled to replenish depleted supplies during this movement but have not accumulated any considerable stocks of oats and while the demand at present is quiet, the smaller stocks in elevators and consumers hands as compared with the past few years is going to result in a much healthier merchandising situation with any renewal of the demand from the East.

Generous rains throughout this section of the country have revived pastures and curtailed the feeding demand so that business in corn is very quiet and is likely to continue on a hand to mouth basis until colder weather sets in and the new crop is ready for market.

The increase in feeding throughout the East has

been very marked during the past few months and with a considerable shortage of hay and other home grown forage crops, the outlook was never better for a good merchandising business to this market for the coming months.—*J. G. Killen, Inc., Buffalo, N. Y. Market Letter of September 11.*

NEW RULE REQUIRING PROTEIN TESTS

At a recent meeting, the directors of the Kansas City Board of Trade adopted a resolution which requires that protein tests made on wheat offered on sale at that market, be exhibited and made part of the trade, subject to the same rules as those which govern the official grades.

Another resolution was adopted designating the state laboratories of the Kansas and Missouri inspection departments as official for making protein tests and that all adjustments be made on the basis of the official tests.

LITTLE ENTHUSIASM FOR IMMEDIATE ADVANCE IN WHEAT

For the moment, there seems to be little enthusiasm for advanced prices in wheat, but nevertheless, cash markets at all points show considerable strength and much stubbornness. Receipts here continue light, but 12 cars wheat inspected today. Demand good and prices firm. We feel that our market should be attractive to consignors and that all receipts will find good sale at excellent prices.—*Bert A. Boyd Grain Company, Indianapolis, Ind., in recent Market Letter.*

BOARD WILL ASSIST FARMERS

The Chicago Board of Trade has again demonstrated its willingness to come to the support of western farmers in their difficulties. The Board recently arranged to raise 100,000 for Kansas farmers who lost their crops this year so that they can buy seed for next year's harvest. A committee was appointed to act on the matter consisting of Joseph Badenoeh, chairman; George E. Marcy, president of Armour Grain Company; James A. Patten of Bartlett Frazier Company; B. A. Eckhart, head of B. A. Eckhart Milling Company; James K. Rordon.

BEARISH VIEWS IGNORE DOMESTIC DEMAND

Possibly the fear of urgent competition of Canadian offerings is unwarranted; the movement into the northwest terminals is fairly liberal, but the bearish views ignore the important domestic demand and the unusually liberal premiums for the desirable milling qualities; that much poor wheat will be fed is rarely mentioned. Broomhall cables confirm the better trade in Manitobas abroad, a fair business in Hard Winters, some Durum. Broomhall also reports that the Soviet Government had sold large consignments of wheat to France.—*Pope & Eckhardt Company, Chicago, Ill., in late Market Letter.*

CHICAGO BOARD AIDS STRICKEN JAPAN

Soon after news of the disaster reached America a meeting of the directors of the Chicago Board of Trade was called and President John J. Stream appointed a special committee to work with other big organizations in the raising of funds. President Stream himself was appointed a member of Mayor Dever's committee to direct Chicago's relief work.

Joseph D. Griffin, former president of the Board, is chairman of the Board of Trade committee, which included L. F. Gates, also a former president, J. E.

Bennett, Fred A. Paddleford, R. G. Chandler, John A. Bunnell, J. J. Badenoeh, Edward L. Glaser, A. V. Booth, George S. Bridge and Horace L. Wing.

Just before the Japanese disaster the Board underwrote a \$100,000 relief fund for western Kansas wheat farmers left without seed by the drouth. This action is being pointed to by many agricultural leaders as showing the Board's true interest in the farmer and its desire to co-operate and aid him when such aid is needed.

INDIANA HAS BIG CORN PROSPECTS

Premiums on choice No. 2 Red wheat continue to advance with very small receipts of this grade of wheat. Most of the arrivals are grading No. 3 or under. Receipts of old corn are very light and price firm. Indiana at the present time has prospects of the largest crop of corn ever raised and this crop will be out of danger of frost within 10 days. We advise early shipments of new corn as the first arrivals will sell at fancy premiums. There have been fair receipts of oats, most of them grading No. 3 and 4. Good No. 2 White Oats are selling at from 2 to 3 cent premium.—*McCardle Black Company, Indianapolis, Ind., Market Letter of September 12.*

SPECIAL TRAIN TO DES MOINES

The committee of the Chicago Board of Trade having the matter in charge has arranged with the Chicago & Northwestern Railroad for a special train to carry those going from this territory to the annual meeting of the Grain Dealers National Association at Des Moines, October 1, 2 and 3. The special train will leave the Northwestern Depot at Chicago at 10 o'clock Sunday evening, September 30, arriving at Des Moines on Monday morning at 7:45 o'clock, in plenty of time for breakfast and registration before the first session begins.

The trip will afford an excellent opportunity to make and renew acquaintanceships, and all dealers from this vicinity and those who change trains at Chicago from the East, are invited to make use of the special train. Reservations may be made through the office of the secretary of the Chicago Board of Trade and everyone applying in advance will be accommodated.

"IN THE PERIOD OF DECLINING MARKETS FOR WHEAT"

The conviction is growing that the Canadian wheat crop will be in the neighborhood of 425,000,000 bushels, and as Canada consumes less than 100,000,000 bushels at home, there will be a vast supply to be sold abroad, with the probability that as much as 50,000,000 bushels may find its way into the United States. The Canadian crop is just beginning to move; Winnipeg receipts today (September 11) were 961 cars, of which more than 600 cars graded No. 3 Northern or better, while 750 cars were estimated for tomorrow.

Buyers of wheat were encouraged by the report that 4,000,000 pounds of lard had been sold for export today, and the hope was expressed that a similar demand for wheat would spring up with the settlement of the Ruhr problem. But Europe is much more dependent upon us for lard than she is for wheat, and furthermore, it is probable that exportations of lard have been stimulated by the Japanese disaster. Even though the Ruhr problem should be settled soon, it is doubtful if the demand for wheat would increase materially, because of the increased European crops and because of much cheaper offerings of wheat by our

competitors. It was rather disconcerting, also, to have Broomhall report consignments of wheat to France, and one cargo of between 200,000 bushels and 300,000 bushels was confirmed.

We are in the period for declining markets for wheat, and until the pressure of the Canadian movement has been relieved, one might as well submit to the inevitable. Later in the crop year, there may be a different story to tell, but for the present the indications are for a decline in all grains.—*Hulburd, Warren & Chandler, Chicago, Ill., in the Market Letter of September 11.*

ST. LOUIS RECEIPTS LIGHT

Receipts of grain in this market are quite light. There is a good demand here for heavy test low moisture choice milling wheat which is scarce and wanted. The recent good weather, however, has caused a little large receipt of the best grades—the lower grades are inclined to drag a little. Export demand is poor; cash corn is a shade easier but this is to be expected as our market is higher than any terminal market in this vicinity. White corn is especially scarce and wanted; the oats market is stronger on account of light receipts and there is a good demand here for the better types of No. 3 White oats and also Red oats which are wanted badly in the South and Southeast.

For the future we rather feel that wheat prices are high enough temporarily and should have some decline. Mills are pretty well filled up and are only picking up the choice selections.—*McClelland Grain Company, St. Louis, Mo. Market Letter of September 11.*

LOOK FOR ACTIVE DEMAND FOR CORN AT PEORIA

Receipts of corn here have been fairly good for some time and values have been quite well in line with other markets. A good portion of the arrivals have gone forward East for domestic purposes. However, the shipping demand has fallen off somewhat in the last few days. The industrial demand here continues active. Their stocks are not large and they are in the market daily for corn. Country acceptances on bids have not been large but consignments have been more liberal. We look for a continued active demand here for this cereal and believe prices will hold up well.

Arrivals of oats have only been fairly good and there has been a fairly good demand for all of them. Quite a few of them have been worked to other markets and outside oatmeal mills. The demand has been especially good for choice oats. Country acceptances on bids have been very light.—*Mueller Grain Company, Peoria, Ill. Market Letter of September 11.*

FOODSTUFFS AND BUILDING MATERIALS FOR JAPAN

"Again the nation's eyes are turned to the west," says a recent market letter from a prominent firm, "this time waiting for news from a stricken nation. This land of plenty will respond to the call of the needy the same as it has in the past, as regardless of the nervous feeling displayed heretofore a holocaust of this nature always binds the hearts of the world more closely together.

"The Japanese race, as we all know, is composed of energetic and thrifty people who are gradually discarding their ancient customs and in doing so have built up a more stable nation whose credits are good throughout the entire world. Right now there is only one country in a position to extend any material aid; namely, the United States and to our shores will come a call for material and foodstuffs, which will result in large volumes of business. Even now we hear of large lumber orders put through together with an increase in steel requirements. A good deal of this will be purchased no doubt with monies contributed to the needy, so it is not logical to assume that the people of Japan will be taken advantage of in their time of distress.

"This situation presents a different view than the European one as the latter are only imbued in collecting indemnities and are showing signs

of not trying to settle their differences, so naturally American capital is shy on rendering further aid."

SEPTEMBER DELIVERIES IN STRONG HANDS

The ease with which the September deliveries were absorbed and the strong hands into which they fell has created a more optimistic feeling among the constructive element. As near as one can learn the bulk of the wheat delivered will be loaded immediately and should be reflected in our visible next week. At the same time receipts are small so with an improvement in export or domestic demand we can expect to see a tighter situation develop. All other terminal markets are higher than Chicago so the chances of any shipments from those points to this market are not reasonable. The only dark cloud that hovers over us now is the Canadian and Northwest Spring wheat movement, but should this only be a small one, the same as America, then the market will responded very readily.—*The Updike Grain Company, Chicago, Ill., in recent Market Letter.*

GRAIN MEN SEE CHICAGO'S MARKETING MACHINERY

In order to get first-hand impressions of the various stages of marketing grain, seven men, all students of the American Institute of Agriculture, were conducted by one of the members of the

giving actual examples of financing and showing why it is that grain men are loaned such large amounts of money.

Another conference was held with the Federal administrator of the Futures Trading Act. Here they received first-hand information as to the method being followed by this administrative office in collecting data regarding future trading, and of the methods followed in forestalling misleading reports.

One of the most enjoyed parts of the visit was a trip through the immense plant of the Corn Products Refining Company at Argo, Ill. In this plant the men saw corn being manufactured into many different products. The trip through this plant consumed about four hours and every part of the process was thoroughly explained, the men thus getting a splendid impression of the value of corn as a raw material for manufacturing and the qualities that are essential in corn to make it bring the highest market price.

The men who made this tour and their occupations are as follows: J. G. Zimmerman, Monticello, Ind., vocational teacher; George D. Armerding, Oak Park, Ill., employe of feed company; E. H. Dolder, Serena, Ill., manager of elevator; E. D. Lawrence, Bloomington, Ill., farmer; E. B. Nordwahl, Otterbein, Ind., manager Farmers Elevator; Benj. H. Repp, Auburn, Ind., county agent; C. A. Hughes, Petersburg, Ind., county agent.

Needless to say, these men have very definite



SEEING TERMINAL MARKETING FIRST HAND
Seven of the students of the American Institute of Agriculture who made a tour of Chicago's grain marketing facilities. This picture shows them just after they made the trip from top to bottom through the Sante Fe Elevator operated by The Armour Grain Company.

Institute's staff through the Chicago market August 15 and 16. While the students have had thorough training by correspondence in the various phases of grain marketing, the Institute thought it advisable to give these men the opportunity to see the marketing machinery at work, and a tour was made as outlined here:

The students first saw the grain being sampled by official state samplers and inspected by state inspectors. The supervision of Federal authorities was also observed. In fact, one of the Federal supervisors gave personal attention to the party during this part of the trip.

The students were then taken to the floor of the Chicago Board of Trade, where they stayed for an hour, mingling with the buyers and sellers of grain and watching the transactions. On this part of the trip, one of the men saw a carload of corn he had shipped a few days previously, sold to a buyer.

The party then visited one of the large terminal elevators, where over 1,250,000 bushels of wheat alone was in storage. They went through the elevator from top to bottom, with the manager as guide, and not only received most valuable first-hand impressions, but were given many practical hints, which will enable them to be more successful in the loading and shipping of grain.

One of the country's largest banks was next visited and a conference was held with the vice-president who has charge of the loans to the large terminal grain companies. This banker was unusually specific and confidential in his remarks,

impressions of the wonderful grain marketing system, which will stay with them the rest of their lives. There has been so much unfavorable propaganda regarding grain marketing that many have wrong ideas of the purpose and methods of operation of our marketing system. If more people could actually visit the market and see the machinery operate, there would be less misunderstanding and more co-operation.

TERMINAL NOTES

B. C. Christopher & Co., of Kansas City, Mo., have added Salina, Kan., to their list of branch offices.

J. G. Meier is now manager of the Meier Grain Company of Salina, Kan., having purchased C. A. Rogers' interest in the business.

The Milwaukee Chamber of Commerce, Milwaukee, Wis., has amended its rules, reducing the commissions on rye to 1 cent per bushel.

The J. E. Weber Grain Company of Kansas City, Mo., has added to its line of elevators by leasing the elevators at Holyrood, Hutchinson and Beaver, Kan.

Lamson Bros. & Co., of Chicago, Ill., have moved their Buffalo offices to the Exchange floor where they have better facilities for their wire and other service.

The Lawless Grain Company has been organized at Kansas City, Mo., to conduct a general grain business. C. M. Lawless, M. J. Lawless and E. J. Von Gillen are the principal stockholders. C. W. and M. J. Lawless were members of the Moore-

Lawless Grain Company which was liquidated a short time ago following the death of Guy A. Moore, a partner in the business.

The Flynn Bros. Grain & Feed Company of St. Louis, Mo., has purchased the Southern Warehouse in East St. Louis and is operating it as a public warehouse.

E. K. Lemont & Son, with offices in the Bourse Building, Philadelphia, Pa., have appointed Earle W. Roak as their representative in eastern Pennsylvania.

Harry Day of Blue Island, Ill., was recently appointed head of the newly created Illinois State Department of Inspection and Standardization of Farm Products.

The Sampson Grain Company of Kansas City, Mo., has been organized by R. W. Sampson who has associated with him, L. J. Morgan, formerly of Dilts & Morgan.

Arthur Osborne, formerly connected with the Utah-Idaho Brokerage Company of Salt Lake City, Utah, has formed a connection with the Merrill-Keysor Company.

Charles C. Fraser of Philadelphia, Pa., has joined A. S. B. James in the grain brokerage and flour business at Richmond, Va. The style of the firm is James & Fraser.

W. O. Brackett, recently with Vanderslice-Lynds Company of Kansas City, Mo., has become connected with the Fort Worth Elevator Company at Fort Worth, Texas.

The offices of Balfour-Guthrie & Co., at Los Angeles, Calif., have been removed from the I. W. Hellman Building into new and larger quarters in the Union Oil Building.

The Bowie Grain & Cotton Exchange has recently been organized at Bowie, Texas. W. R. Ayres is president of the organization and T. P. Evans, secretary-treasurer.

W. L. Brown & Co., hay and grain dealers of Cincinnati, Ohio, have removed their offices from the Gerke Building into larger quarters in the Thomas Building on Main street.

J. L. Dougherty of the Marshall Hall Grain Company, St. Louis, Mo., has applied for membership in the St. Louis Merchants Exchange on transfer of certificate from J. L. Darby.

The Kansas City Board of Trade recently appointed William Young, H. A. Merrill and H. G. Stevenson as an adjustment committee to settle differences arising on trades in spot grain.

Stanley N. Osgood, recently with the Terminal Feed Corporation of Minneapolis, Minn., has become manager of the mill feed and oilmeal department of the Stuhr-Seidl Company of Minneapolis.

The Chicago, Milwaukee & St. Paul Elevator E at Milwaukee, Wis., operated by the Cargill Grain Company has been declared regular for the year ending July 31, 1924. It has a capacity of 300,000 bushels.

E. M. Scannell Grain Company of Oklahoma City, Okla., has received its charter to carry on a general grain business. Capital stock is \$10,000 and the incorporators are E. M. Joseph and Francis L. Scannell.

E. W. Stuhr of the grain firm of Stuhr-Seidl Company of Minneapolis, Minn., has located in Buffalo, N. Y., where he is manager of the mill and elevator of the Archer-Daniels-Midland Company of Minneapolis.

The capital stock of the Sperry Elevator & Storage Company of Los Angeles, Calif., has been increased to \$250,000. The company was organized to operate the Sperry interests in Idaho. S. B. McNear of San Francisco is president of the company; Jos. M. Parker, vice-president; W. B. Felt, secretary and J. H. De Vine, assistant secretary.

The Norris Grain Company has purchased the business of the Federal Grain Company of Kansas City, Mo. The transaction includes the lease of the Murray Elevator in North Kansas City with capacity of 1,500,000 bushels and gives the Norris concern a total storage of 3,300,000 bushels of grain in Kansas City. The Federal Grain Company was

organized in 1920 and its officers were: Harry J. Smith, president; E. S. Westbrook, vice-president; A. R. Aylesworth, secretary; John Stark, treasurer.

The Producers' Co-operative Company of Tulsa, Okla., has been incorporated with a capital stock of \$25,000 by W. L. North, John T. Kramer and W. P. Fraker to build a mill and conduct a general grain business.

The Frank J. Taylor Company of Omaha, Neb., has taken over the grain brokerage business of Frank H. Brown Company. Mr. Brown has left Omaha for Springfield, Mo., to engage in another line of business.

J. J. Rammacher, vice-president of the Eastern Grain, Mill & Elevator Corporation of Buffalo, N. Y., entertained a number of grain, elevator and transportation men recently at an outing held at his summer home on Lotus Bay.

The Kinnickinic Elevator at Milwaukee, Wis., with storage capacity of 200,000 bushels has been declared regular under the rules of the Chamber of Commerce for the year ending August 1, 1924. The house is operated by Donahue-Stratton Company.

The Northern Grain & Warehouse Company of Portland, Ore., has been amalgamated with Strauss & Co., and the latter now has active management of the Northwest Dock & Elevator Company which controls over 50 warehouses throughout the northwest wheat territory.

The stockholders of the J. H. Teasdale Commission Company of St. Louis, Mo., elected J. Oscar Lamy president of the company at a recent meeting. The company will operate the Missouri Pacific Elevator which is expected to be ready for operation by October 15.

J. T. Scroggs, prominent grain man of Sioux City, Iowa, recently purchased nine elevators from the South Dakota Grain Company and has assumed their active management. They are located at Wagner, Lake Andes, Cuthbert, Woonsocket, Wolsey, Yale, Baltic, Marion and Menno.

The Sawers Grain Company of Chicago, Ill., suspended business early in September and requested the secretary of the Chicago Board of Trade to announce that all open trades would be closed. William Simons was president of the company and Governor Warren T. McCray of Indiana was vice-president. The failure was said to be due to the inability of the firm to meet calls from banks for increased margins as a result of Governor McCray's financial difficulties. The firm will liquidate and

pay off its creditors through a creditors' committee composed of James K. Riordon of Chicago, R. F. Borton of Danville and Charles Hosford of Cayuga, Ind. The committee, it was stated, would take entire charge of the assets of the company and protect the interests of its creditors.

"Success does not depend so much on external help as on self reliance." An aphorism of Abraham Lincoln and used on the calendar of the Pope & Eckhardt Company of Chicago, Ill., for September. There is also given a pictorial reproduction of a logging scene in the northern woods.

F. B. Jaffray, recently with the Fraser-Smith Company of Minneapolis, Minn., has purchased the plant of the Osceola Mill & Elevator Company which recently went into bankruptcy. Mr. Jaffray will conduct a general grain business and manufacture feeds as soon as he gets title to the property.

William G. Dilts, formerly of Dilts & Morgan, has become associated with the Western Grain Company of Kansas City, Mo., and has charge of the merchandising wheat department besides being active in merchandising of coarse grain. The company recently moved its offices to 220 Board of Trade Annex.

J. F. Lee who has been for many years past the chief clerk and assistant manager of the Chicago Board of Trade Clearing House was recently elected manager to succeed Samuel Powell whose death occurred last month. J. M. Ray, who has been connected with the clearing house for 36 years, has become manager.

Harrison, Ward & Co. have enlarged their business by acquiring the Talbott Transfer Elevator at Keokuk, Iowa, and about 11 country elevators at points in Iowa. The company has offices at Bloomington, Decatur, Peoria, Chicago, Clinton and Sullivan, Ill., and has just become the correspondent of Jas. J. Badenoch & Co., of Chicago, at Peoria, Bloomington and Decatur.

SPRING wheat forecasts by private statisticians differ. B. W. Snow estimated 217,000,000 bushels, and Nat. C. Murray 212,853,000 bushels. Mr. Murray puts the Canadian West yield at 323,000,000, which is 52,000,000 bushels less than that of last year.

YOU can believe anything you like about Russia. A recent European cable says that official estimates of Russian grain exports for this year are 46,500,000 bushels. A later report by Broomhall says the Russian Government has cancelled all grain export permits.

TRADE NOTES

The Union Iron Works of Decatur, Ill., is shipping the machinery for new elevator in process of construction at Hill City, Idaho. The plant has been very busy the last few months on machinery outfits for grain elevators in all sections.

John S. Metcalf Company, Ltd., has recently been awarded the contract for the engineering in connection with a large export elevator at Halifax, N. S., for the Canadian National Railways and it is anticipated that tenders for construction will be taken shortly.

The "Andys" and the "Mins" of the B. F. Gump Company of Chicago, Ill., held their annual picnic at Thatcher Woods in August. A ball game was a feature of the afternoon sports between a nine from the office, opposed to a nine from the mechanical and shipping departments. Heavy rain of the preceding day resulted in a tie game.

The exhibit of the Morse Chain Company of Ithaca, N. Y., as the Ninth National Exposition of Chemical Industry at the Grand Central Palace, New York City, September 17 to 22 will be found at spaces 539 and 540. They will display a full line of chain samples and there will be in attendance representatives of the company, qualified to give

engineering advice on transmission problems of the chemical industries. The Morse company will also have an exhibit at the American Mining Congress Exposition at Milwaukee, Wis., September 24 to 29. A feature of the exhibit will be a 100-horsepower silent chain drive in operation by a quarter horsepower motor with rotoscope attachment to clearly show the rocker joint action as the chain enters and leaves the sprocket, also clearly displaying the broad bearing surface between the rocker and seat pins that carry the load between sprockets.

For convenience in handling their Pacific Coast work, which has already attained considerable volume, the John S. Metcalf Company, Ltd., have opened an office in Vancouver, B. C., at 837 West Hastings street, with Edward F. Carter in charge. The Metcalf company are designing and supervising engineers for the new port elevator and its extensive shipping gallery system, and are acting in a similar capacity in connection with the improvements to the existing port elevator. The latter work includes alterations to the present house, a large storage addition, and an extension of the shipping gallery. The Metcalf company are also acting as consulting engineers for a third project in Vancouver.

TENTATIVE GRADES FOR BARLEY

The United States Department of Agriculture has published grades for the inspection of barley, "prepared for study and trial only." Following are the grades as published:

TENTATIVE UNITED STATES GRADES FOR BARLEY

Section 1. Barley—Barley shall be any grain which consist of 50 per cent or more of barley, and when free from dockage contains not more than 10 per cent of cereal grains of a kind or kinds other than barley. The term barley in these standards shall not include hull-less barley.

Section 2. Basis of determination—Each determination of dockage, moisture, temperature, odor, and live weevils or other insects injurious to stored grain shall be upon the basis of the grain including dockage. All other determinations shall be upon the basis of the grain when free from dockage.

Section 3. Percentages—Percentages, except in the case of moisture, shall be percentages ascertained by weight.

Section 4. Percentage of moisture—Percentage of moisture in barley shall be that ascertained by the moisture tester and the method of use thereof described in Circular 72, and supplement thereto, issued by the United States Department of Agriculture, Bureau of Plant Industry, or ascertained by any device and method giving equivalent results.

Section 5. Test Weight per bushel—The test weight per bushel shall be the test weight per Winchester bushel, as determined by the testing apparatus and the method of use thereof as described in Bulletin No. 1065, dated May 18, 1922, issued by the United States Department of Agriculture, or as determined by any device and method giving equivalent results.

Section 6. Dockage—Dockage includes sand, dirt, weed seed, weed stems, chaff, straw, grain other than barley, and any other foreign material, which can be removed readily from the barley by the use of appropriate sieves, cleaning devices, or other practical means suited to separate the foreign material present; also undeveloped, shriveled, and small pieces of barley kernels removed in properly separating the foreign material, and which cannot be recovered by properly rescreening or recleaning.

The quantity of dockage shall be calculated in terms of percentage based on the total weight of the grain including the dockage. The percentage of dockage so calculated when equal to 1 per cent or more, shall be stated in terms of whole per cent, and when less than 1 per cent shall not be stated. A fraction of a per cent shall be disregarded. The percentage of dockage, so determined and stated, shall be added to the grade designation.

Section 7. Foreign material other than dockage—Foreign material other than dockage shall include all matter other than barley which is not separated from the barley in the proper determination of dockage, except as provided in the case of smutty barley.

Section 8. Other grains—Other grains shall include wheat, corn, rye, oats, hull-less barley, emmer, spelt, einkorn, grain sorghums, rice, cultivated buckwheat, and flaxseed only.

Section 9. Damaged kernels—Damaged kernels shall be all grains and pieces of grains of barley which are "heat-damaged," sprouted, frosted, badly ground damaged, moldy, or otherwise distinctly damaged.

Section 10. Heat-damaged kernels—Heat damaged kernels shall be grains and pieces of grains of barley, other grains or wild oats, which have been distinctly discolored or damaged by the external heat or as a result of heating caused by fermentation.

CLASSES AND SUBCLASSES OF BARLEY

Section 11. Classes and subclasses—Barley shall be divided into classes and subclasses as follows:

Class I Barley

This class shall include the white (glums) 6-rowed barley possessing the characteristics of the types of

6-rowed barley grown east of the Rocky Mountains and may include not more than 10 per cent of other barley or barleys. This class shall be divided into two subclasses as follows:

Bright Barley

This subclass shall include barley of the class Barley which has a good color (bright).

Barley

This subclass include barley of the class Barley which is stained, weathered, or discolored in any manner.

Class II

Western Barley

This class include the white (glums) 6-rowed barley possessing the characteristics of the types of white 6-rowed barley grown west of the Great Plains' area of the United States, generally designated as Bay Brewing barley, and may not include more than 10 per cent of other barley or barleys. This class shall be divided into two subclasses as follows:

Bright Western Barley

This subclass shall include barley of the class Western Barley which has a good color (bright).

Western Barley

This subclass shall include barley of the class Western Barley which is stained, weathered, or discolored in any manner.

Class III

Two-Rowed Barley

This class shall include the white (glums) 2-rowed barley, including the Chevalier, Hanna, and White Smyrna varieties, and may include not more than 10 per cent of other barley or barleys. This class shall be divided into two subclasses as follows:

Bright Two-Rowed Barley

This subclass shall include barley of the class Two-rowed Barley which has a good color (bright).

Two-Rowed Barley

This subclass shall include barley of the class Two-rowed Barley which is stained, weathered, or discolored in any manner.

Class IV

Black Barley

This class shall include all varieties of black barley, any may include not more than 10 per cent of other barley or barleys. For the purpose of this classification black barley shall include gray barley.

Section 12. Mixed barley—Mixed barley shall be any mixture of barley not provided for in classes from I to IV, inclusive. Mixed barley shall be graded according to each of the grade requirements common to the class of the barley which predominates over each other class in the mixture, except that all of the grade requirements in any class as to the maximum percentages of other barleys shall be disregarded. The grade designation of mixed barley shall include, successively, in the order named, the number of the grade or the words "Sample Grade," as the case may be, the word "Mixed," and, in the order of its predominance, the name and approximate percentage of each class of barley which constitutes 10 per cent or more of the mixture; but if only one class exceeds 10 per cent of the mixture, the name and approximate percentage of that class shall be added to the grade designation, followed by the name and approximate percentage of at least one other class.

Section 13. Grades—All barley shall be graded and designated as No. 1, No. 2, No. 3, No. 4, No. 5, or Sample Grade, Bright barley, Barley, Bright Western barley, Western barley, Bright Two-rowed barley, Two-rowed barley, Black barley, or Mixed barley, as the case may be, according to the respective requirements thereof as specified in these standards, except that in the case of Mixed barley the requirements as to the maximum percentages of other classes shall be disregarded.

Section 14. Treated barley—Treated barley shall be barley which in whole or in part has been treated by the use of sulphurous acid or other bleaching chemicals, or which has been clipped, scoured, limed, washed, or treated in any similar manner.

Treated barley shall be graded and designated according to the standards applicable to such barley if it were not treated, and there shall be added to, and made a part of such grade designation, the words, Bleached, Clipped, Scoured, Limed, Washed, or other designation indicating the kind of treatment.

Section 15. Weevily barley—Weevily barley shall be all barley which is infested with live weevils or other insects injurious to stored barley.

Weevily barley shall be graded and designated according to the grade requirements of the standard applicable to such barley if it were not weevily, and there shall be added to and made a part of the grade designation, the word "weevily."

Section 16. Smutty barley—Smutty barley shall be all barley which has an unmistakable odor of smut, or which has the kernels covered with smut spores, or which contains smut masses in excess of a quantity equal to 0.3 per cent.

Smutty barley shall be graded and designated according to the grade requirements of the standards applicable to such barley if it were not smutty, except that (1) smut masses shall not be considered as foreign material other than dockage, and (2) when the amount of smut present is so great that one or more of the grade requirements of the grades from No. 1 to No. 5, inclusive, cannot be applied accurately, the barley shall be classified as Sample Grade. For all grades there shall be added to, and made a part of the grade designation preceding the statement of dockage, if any, the word, "Smutty."

CROP CONDITIONS ABROAD

The area sown to wheat in Argentina for the 1923-24 season is estimated at 17,038,000 acres according to a radiogram received by the United States Department of Agriculture from the International Institute of Agriculture at Rome. Acreage sown for the 1922-23 season was 15,940,000 acres. The oats area is estimated at 2,632,000 acres as compared to 2,618,000 acres last year; flax at 4,824,000 acres compared to 4,112,000 acres.

The Argentine Embassy reports that the 1922 Livestock Census shows the number of cattle in Argentina to be 37,064,150 compared with 25,866,763 given in the 1914 census, and the 1919 estimate of 27,720,832. Sheep in 1922 numbered 35,671,000 compared with 43,225,452 given in the 1914 census. Slaughtering of cattle increased 40 per cent during the first eight months of 1923 over slaughtering last year it is reported. The figures given are subject to verification the report states.

* * *

Crop conditions in Norway improved during August, but are still below the September 1 condition last year, according to a radiogram received by the United States Department of Agriculture from the Department of Agriculture at Kristiania.

The condition of the wheat crop September 1 was 86 per cent of the 10-year average compared with 83 per cent last month and 94 per cent on September 1 last year. Rye was 98 per cent compared with 97 per cent last month and 101 last year. The condition of oats was 75 compared with 74 last month and 92 last year. Barley was 80 compared with 76 last month and 98 last year. The condition of potatoes was 89 compared with 85 last month and 102 last year.

* * *

Reductions amounting to 32,590,000 bushels are indicated in the final estimate of India's wheat crop, according to a cable received by the United States Department of Agriculture on August 17 from the International Institute of Agriculture at Rome. The total wheat crop is now estimated at 369,266,000 bushels compared with 401,856,000 bushels on May 31 and 366,352,000 bushels, the final estimate last year. This estimate reduces the crop to a figure only 3,000,000 bushels above last year's harvest.

* * *

Hungary's wheat crop is now forecast at 64,705,000 bushels, compared with 54,711,000 bushels produced a year ago, according to a radiogram received by the United States Department of Agriculture from the International Institute of Agriculture at Rome. The rye crop is forecast at 30,904,000 bushels, compared with 25,156,000 bushels last year; barley at 24,526,000 bushels, compared with 22,184,000 bushels last year; and oats at 24,871,000 bushels, compared with 22,528,000 bushels.

* * *

Harvesting of winter cereals in Yugoslavia is reported as practically completed and spring cereal harvest begun. These crops and the corn crop are reported as in generally good condition. Rainfall in Australia was abundant during July and wheat seeding there is practically completed, the radiogram shows.

* * *

An increase of nearly 50 per cent in Germany's grain crops this year over 1922 is indicated in forecasts cabled to the United States Department of Agriculture. Prussia's wheat crop is forecast at 62,000,000 bushels as compared with 43,000,000 bushels last year; rye at 218,000,000 bushels as compared with 150,000,000 bushels. According to these forecasts, Prussia and Bavaria together will produce 77,000,000 bushels of wheat this year as compared with 54,000,000 bushels in 1922; rye production is forecast at 240,000,000 bushels as compared with 170,000,000 bushels; barley at 83,000,000 bushels compared with 56,000,000 bushels; oats, 331,000,000 bushels compared with 217,000,000 bushels; spelt, 2,600,000 bushels compared with 1,900,000 bushels. Prussia and Bavaria last year produced more than 75 per cent of the total German wheat crop of 71,900,000 bushels, and nearly 83 per cent of the total German rye crop of 206,049,199 bushels.

METCALF CAR DUMPER

As any device tending to minimize the factors of high labor costs, or possible labor shortage, is bound to merit consideration, those of our readers who are connected in any way with the operation of grain elevators, will undoubtedly be interested in a description of the mechanical grain car dumper that has been developed by the John S. Metcalf Company, Ltd., more particularly as the principle of operation is entirely different from other similar appliances already on the market.

The first machine installed by the Metcalf company is located at the Harbor Commissioners' Wind Mill Point Elevator, Montreal, Quebec, where it has been in steady operation for several months. The dumper has proven an unqualified success from the first hour of service, when seven cars were unloaded, although the requirement of the contract in this respect was only six cars per hour.

The Wind Mill Point Elevator was built many years ago, and as a consequence the elevator legs are of smaller capacity than would be installed in a modern elevator to be equipped with dumpers. In addition, the track layout, owing to governing conditions, is not ideal. In spite of these condi-

that its various advantages may be thoroughly appreciated.

The operation of the Metcalf Car Dumper has various points of interest which make special appeal to the elevator builder, to the practical elevator operator, and to the mere spectator who neither knows nor cares about mechanical principles or elevator operation.

To begin with, the dumper is noteworthy for the simplicity and ease with which all operations in the dumping of the car are attained by the use of cables. Not only is the platform, supporting the car, raised clear of its supports, until it is suspended approximately eight feet above them, then tilted at one end with a corresponding lowering at the other, and the cycle repeated as often as desired, but by the exceedingly simple device of running the two hoisting drums which elevate the back side of the car a little faster than the two which elevate the front side of the car, a side tilt is obtained without any additional machinery whatever other than a difference in the pitch diameter of the pinion operating the drum on the two sides. In addition to the side tilt, the ram which pushes the grain door into the car is also operated by a cable anchored at one end of the floor of the pit

rying the rails upon which the car sits, is elevated eight feet or so above the fixed rail level, it follows that the top of the track hopper into which the grain is dumped may be raised an equal height instead of being, as usual, at rail level, the bottom of this track hopper and the belt below it being also raised this height with a corresponding decrease in depth of pit. The advantage gained by the shallow pit does not cease with the pit, as, in an elevator designed for the use of this type of dumper, the whole of the basement may be correspondingly raised or, to a great extent, eliminated. In cases where water is encountered short distances below track level this advantage is apparent.

However this does not end the building economies permissible with this type of dumper. It has been demonstrated that a track shed with car load capacity hoppers, together with shovels and other unloading appliances, is more expensive than a car dumper installation capable of doing the same amount of work.

Other advantages resulting from the raising of the platform before tilting are, that transverse walls may be built across the pit to support the main girders under the rails when the platform is at rest. This, of course, materially reduces the span



CAR IN POSITION TO BE CLAMPED

DRAW-BAR CLAMPED, CAR RAISED AND TILTED SIDWAYS

tions, however, 70 cars have been unloaded in 10 hours, consequently there is little doubt but that the capacity of the machine will be considerably greater per day when installed under more favorable conditions.

The operators are extremely enthusiastic regarding the performance of the machine as they are no longer required to break out the grain doors by hand, a long and tedious operation usually, nor is it necessary to enter the car while the grain is being discharged and work for long periods in an extremely dusty atmosphere as is the case with the shovels.

Aside from the betterment of conditions for the workers, a very important consideration in itself, the application of the dumper to grain elevator operation makes possible a large saving in grain door costs as the doors are removed mechanically with little or no damage. In addition, the labor cost of unloading a car of grain is greatly reduced as may be noted from the fact that the operators report a labor cost of from 35 to 40 cents per car with the dumper, as against \$1.20 per car with the shovels.

The accompanying illustrations serve only to give a general idea of the mechanism as the machine must really be seen in operation in order

below the dumper, led around a system of sheaves and finally attached to a swinging arm. As the platform is elevated, the ram is pushed against the grain door with a force of 15 tons, the maximum power possible to apply being regulated by a lever arm in the pit, to which the cable is attached, a weight at the end of the lever arm being 1/70th of the push exerted against the grain door. In case more than this force is required to push in the door, the lever arm is raised and the cable released, thus obviating any danger of upsetting the car by applying an excessive force to the door.

The interest which this operation has for the elevator builder naturally requires first comment; an elevator has to be built before it can be operated, and while the dumper can be easily installed in an old house, as was done in the case of the Wind Mill Point Elevator, it will naturally appeal most to the many organizations which have in prospect new plants of large capacity.

The first operation of raising the car eight feet, and at the same time tilting it sideways and pushing in the door, allows of the introducing of several very advantageous points tending materially to simplify the construction and consequently reduce the cost of the machine.

In the first place, as the bridge or platform, car-

of these girders when at rest, and permits of a locomotive passing over them without producing excessive bending moments. Also, an end locking device is not required as the ends of the girders sit square down on top of the end walls of the pit.

The four suspension points for the bridge or platform have been located at such points that the larger the car the less the bending moment on the main girders becomes, in fact, with the largest cars in use, the bending moment, due to the wheel load of the car, becomes practically nil, owing to the wheels coming almost at the exact point of support.

The two clamping carriages are interesting in their action. These are operated by a screw shaft extending the entire length of the platform, the shaft being driven by a 10-h.p. motor, located in the center portion and beneath the platform. As soon as the screw shaft commences to revolve, the two carriages at opposite ends of the platform (each containing one of the clamps) are drawn towards each other. Shoes on the carriages come in contact with a system of dogs which prevent the further advance of these shoes until the travel of the carriages has caused the clamps to rise. This being accomplished, the shoes are released by the contact of striking pieces on the sides of the traveling car-

riages, and the clamps and carriages move on as one until a clamp strikes the coupler of the end of car, which is furthest off center of the platform and drives the car up against the other clamp, thus centering it at the moment the other clamp comes in contact with the other coupler and by stalling the motor, operating the screw shaft, automatically closes the circuit for raising the platform.

The operation of hoisting the platform is entirely distinct from that of tilting it, a separate motor being provided for each.

Four hoist drums are provided, each being situated directly over a suspension sheave on the platform. The pair at either end are driven by a single shaft, both of which shafts are in turn driven by worm gears with a worm on a longitudinal extension of the motor shaft running at 1,200 r.p.m. The pair of tilt drums are operated in a similar way from the tilt motor.

The system of cables is, in effect, an endless one around the hoist and tilt drums; when the hoist drums are operating, the tilt drums are anchored and vice versa.

The counterweights act directly upon the hoist and tilt drums, and are of sufficient magnitude to necessitate the platform and empty car being wound down by the hoist drums, thus equalizing the load on the motors and avoiding any heavy peak load.

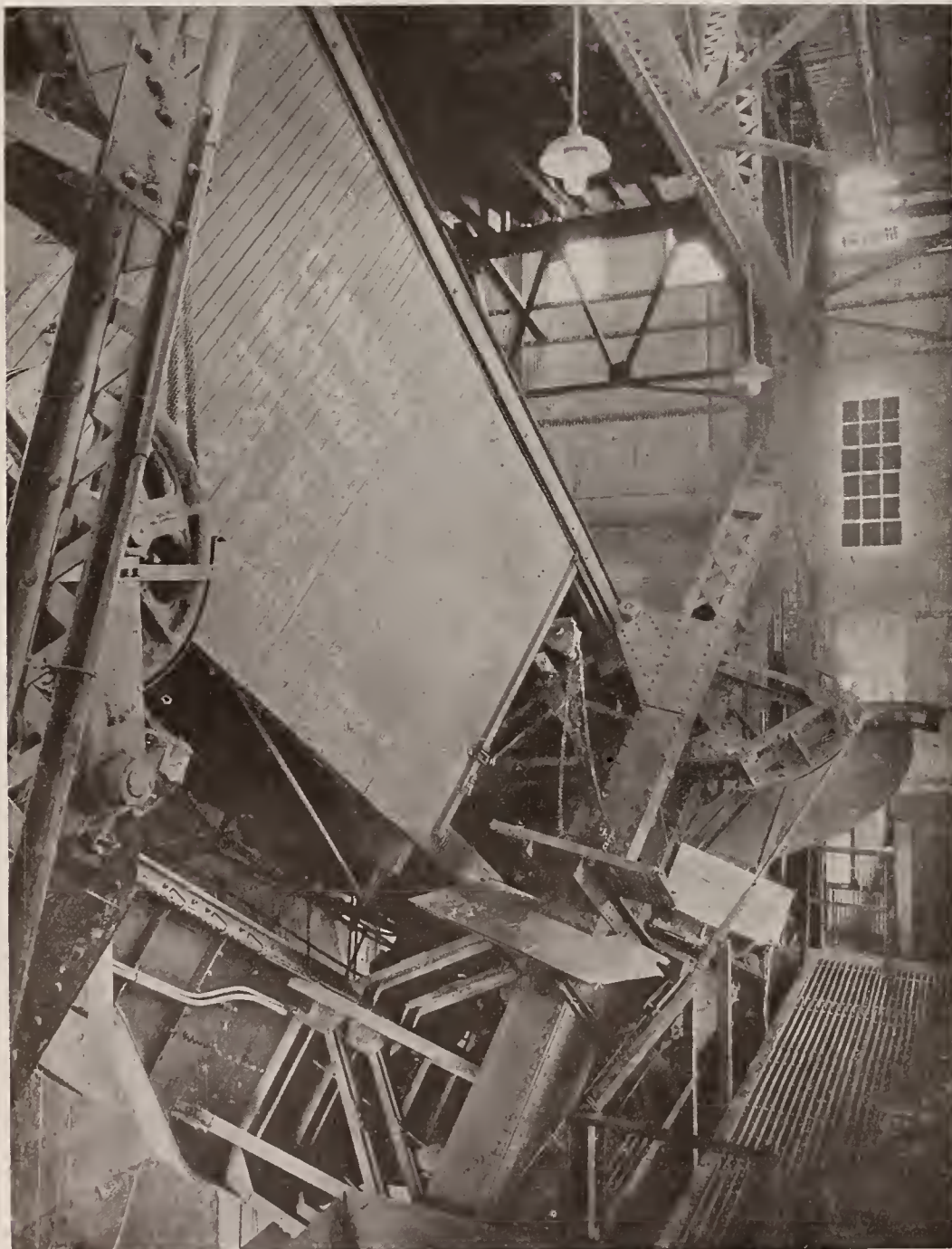
The electrical control is so wired as to make it impossible to perform the required operations out of sequence, i.e., it is not possible to raise the platform until the clamp motor has stalled, or to tilt the platform until it has been raised to the desired height.

The machine is designed to handle a car of a maximum weight of 50,000 pounds, containing 135,000 pounds of grain.

From the standpoint of the elevator operator, perhaps the point of greatest interest in the Met-



METCALF CAR DUMPER IN RAISED POSITION VIEWED FROM UNDERNEATH



METCALF CAR DUMPER TILTED BOTH ENDWAYS AND SIDEWAYS

calf Car Dumper is in its speed of operation. Elevators pride themselves on the number of cars which can be handled in a 10-hour day. At times of heavy grain movement to a market this feature is of importance and before the advent of the car dumper, excessive speed was possible only by the multiplication of pits, conveyors, locking devices, and employees. The average time required to unload a car under the old method was from 30 to 40 minutes. The work was laborious and distasteful on account of the dust, and car shovelers were quick to leave their jobs whenever another position with better working conditions offered itself. Labor turnover was large and expensive and where the labor was unionized there were continual difficulties. The mechanical dumper enables the elevator to handle more cars with none of the disadvantages present in the old system.

To the spectator the operation of the Metcalf Dumper is little short of miraculous. A heavily-loaded car lifted high in the air and then tipped this way and that as easily, apparently, as a scoopful of grain could be emptied by hand, is a fascinating sight. For most of us it is difficult to keep up with modern application of mechanical force which today makes easily possible the most extravagant fancy of yesterday. A loaded grain car at rest is the embodiment of inert mass. It is startling, then, to see such a car handled so deftly and so easily, responding instantly to the will of a single operator exerting no greater force than to move a small switch.

The Metcalf Car Dumper is the latest development of economy in handling grain, and appeals to every instinct of modern business practice, which is founded upon economy, speed and efficiency.

A FINDING of justification has been made in I. and S. No. 7,778, grain and grain products between stations in Iowa and Minnesota, and Milwaukee, and Chicago and Peoria, Ill., Group Points, opinion No. 8,644, 81 I. C. C. 267-71, as to advances in rates on grain and grain products from northwestern Iowa and southwestern Minnesota to the destinations mentioned and places grouped with them, the increases being from stations on the Rock Island, Omaha and Illinois Central. The rates in question are 24.5 cents on wheat and 22 cents on coarse grains.

HELPING KANSAS WHEAT GROWERS

Directors of the Chicago Board of Trade, for three years storm center of the radical-farmer movement, have voted to go to the rescue of the western Kansas wheat farmer to the extent of \$100,000.

"By reason of drought last fall and winter," President John J. Stream said in making the announcement, "farmers of 14 western Kansas counties find themselves in dire need of seed for the approaching season of sowing. An organization has been formed to bring relief. Our Board of Directors tonight voted to take up the work and a committee was appointed.

"This committee will immediately confer with other interests and associations with a view to underwriting \$100,000. The Board itself has pledged to contribute a substantial amount of this sum, the figure to be decided upon by the committee."

Joseph W. Bradenock was appointed chairman of the committee which includes James A. Patten, B. A. Eckhart, George E. Marcy and James K. Riordon. At a conference of Chicago industrial leaders later called by Mr. Eckhart and Mr. Patten, virtual assurance of the \$100,000 was obtained.

"By its splendid action the Board of Trade has again proved its sincere desire to aid the grain farmer," said J. C. Mohler, state secretary of agriculture of Kansas, and head of a delegation that brought the matter before the Board. "After all, it is merely proof that in spite of talk to the contrary the grain exchange and the farmers are kin when danger threatens. It is true co-operation."

Mr. Mohler stated that the district in distress through lack of seed is larger than the State of Massachusetts and raises more wheat normally than Idaho, Texas or Iowa.

"Our aim," he continued, "is to underwrite a total of 450,000 bushels of seed at a cost of about \$1 a bushel. It is not a case of charity, for this great Red Winter wheat district will, from present indications of soil, return a bumper crop.

"Kansas has resources to underwrite the distressed farmer. But it was a case of quick action being essential. Therefore, we decided to go to business interests that could be depended upon." About \$220,000 of the total, he added, was underwritten in the Southwest.

The counties which the Board of Trade voted to aid are somewhat more than the western half of the seventh congressional district of Kansas. This district is represented in Congress by Congressman J. N. Tinscher, who, with Senator Arthur Capper, also of Kansas, brought about enactment of the Grain Futures Act for the restriction of exchanges.

Leaders of the grain exchanges have contended that the law hampered the natural course of the marketing machinery to the disadvantage of the farmer, and that the law did not represent the wishes of the grain farmers.

Secretary Mohler characterized as gross exaggeration stories that Kansas had become a hot-bed of radicalism.

"Politicians adopt the radical strain, but it is not true of the farmer," he said. "The fact of the matter is that the Kansas farmer is becoming less radical every day and realizes that only sound measures can bring prosperity.

"The most conspicuous instance of the sanity of the real farmer was found at a big wheat conference which we recently held. Not a single speech was tinged with radicalism. Price fixing, a tool of the radical politician, was not mentioned except to be roundly condemned. Our farmers want none of it."

In touching on the condition of the wheat farmer Mr. Mohler pointed out that before the war Kansas had 7,000,000 acres of wheat. Last year the acreage had grown to 12,250,000.

"We stepped on the gas," he said, "and we haven't yet taken off our foot. I think, however, that we will do so this fall. Under the plans now progressing," he added, "acreage should be reduced 25 per cent, in spite of the difficulty experienced in changing from the growing of wheat to other commodities."

The district which the Board of Trade will aid

represents 7,369,747 acres and in 1914 produced 16,535,866 bushels of wheat.

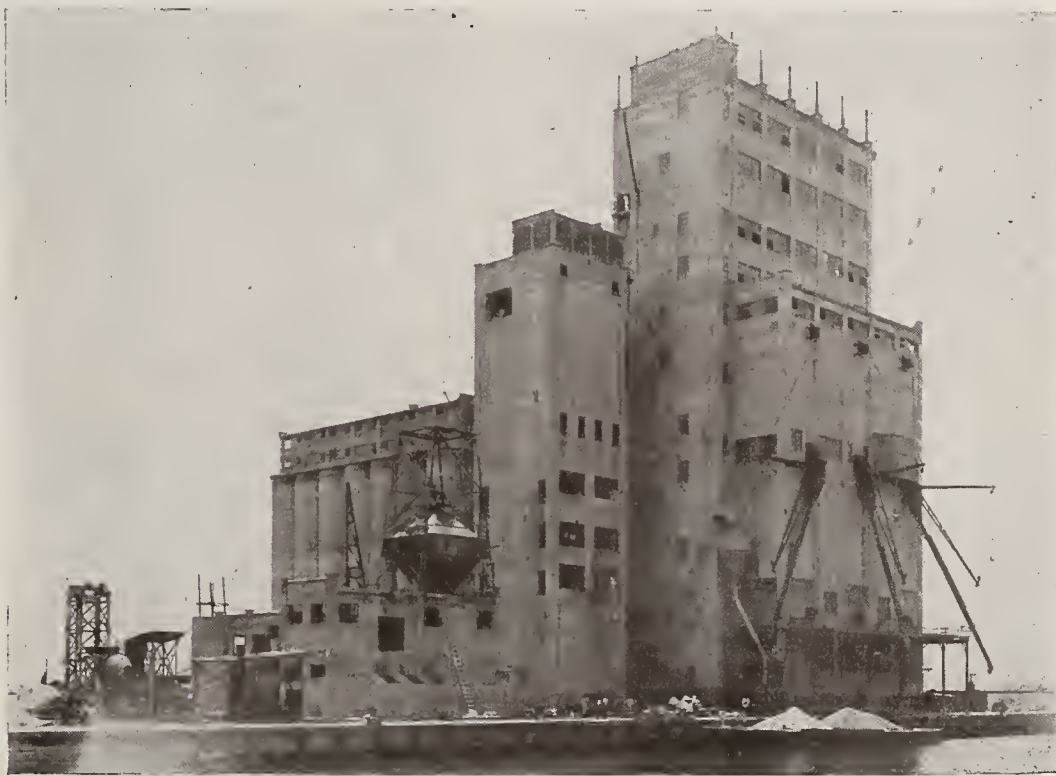
Members of the committee which conferred with the Chicago grain men included E. J. Smiley, secretary of the Kansas Grain Dealers Association, and Harry Sharp, secretary of the Kansas Manufacturers Association.

NORFOLK PORT COMMISSION DRYING PLANT

One of the most interesting features of the Port Commission Elevator, City of Norfolk, Va., is the 1,000 bushels per hour Ellis Grain Drying Plant. The accompanying illustration shows the concrete drier building alongside of the elevator which is designed for two 1,000-bushel units, with one unit installed for the present. Above the drier is a 5,000-bushel storage bin, and below the drier is a garner of 5,000 bushels capacity which gives the operator every facility for handling grain to and from the drier with ease and dispatch.

The drier is of the double unit type and separate fans are used on both drier and cooler sections. Fans are driven by silent chain drives. The drier is so arranged that either half of the drier and cooler may be used as separate units, thus enabling the operator to dry a 500-bushel lot of grain.

The latest improved Ellis non-choking continuous



PORT COMMISSION ELEVATOR, NORFOLK, VA., IN COURSE OF CONSTRUCTION, SHOWING ELLIS GRAIN DRYING PLANT

feed is incorporated in this drier. The feed is power driven and has a wide variation in capacity. Rates of feed range from 250 to 2000 bushels per hour. Valves are also provided below the drier and cooler sections so that the apparatus may be operated as a charge feed drier if desired.

Great care was taken by the engineers, the Fowell-Ahlskog Company, Chicago, to make the drying plant proof against dust explosion and fire hazard. In addition to the separate fans used on both drier and cooler units, a special design was carried out in the building. On the top floor is a large chamber or dust settling room in which suitable baffles are provided with very large ventilating areas so that the air velocity from the fan is slowed down to a point where the dust is dropped into a concrete hopper which is connected into the dust collecting system. All air from both the drier and cooler fans passes through this chamber before exhausting to the atmosphere. No exhaust air of any description is allowed to pass through the windows in the drier building so that the entire plant may be operated with all the windows closed. It will be noticed from the photograph that the building is provided with very large window area surrounding the driers and coolers and at the top of the building surrounding the dust settling chamber, so that should by any chance an explosion take place these window areas would blow out, preventing a disastrous explosion.

In addition to the dust collecting room, each

floor around the driers and coolers is fitted with steel gratings below which are galvanized steel dust hoppers. These hoppers are all connected into the dust collecting systems so that at no time is there any chance for dust accumulation in any part of the plant.

The engineers and manufacturers are to be commended for the splendid manner in which the dust problem has been handled. It is generally conceded that this plant for design and all around efficiency has no equal on the Atlantic Coast.

KANSAS WHEAT VARIETIES

About 90 per cent of the wheat crop of Kansas is Hard Winter. The small amount of Spring wheat in the state is largely Marquis, which has given the best results. The Soft wheats, grown principally in southeastern Kansas and the bottom lands of northeastern Kansas, are chiefly Fulcaster, Harvest Queen, Currell, Fultz and Zimmerman.

Like Minnesota, Kansas has built up her wheat reputation on a very few varieties. Turkey wheat, first brought to Kansas 50 years ago by the Menonites is still the leading variety. The seed has been renewed, at times, by importations from Russia. Kanred is a variety derived by selections from Turkey wheat, made by the Kansas Agricultural

Experiment Station in 1906. It is claimed to be more rust-resistant and to stand the winter better than Turkey. It is better in yield and has become popular. Kharkof is a Russian wheat domiciled in Kansas since 1898. Blackhull, like Kanred, is a selection from Turkey, originating in 1912. So practically all the best Hard wheats in Kansas are derived from Russian types, three of the four being Turkey Red or varieties.

SOFT RED WINTER WHEATS BEST FOR HUMID AREAS WITH MILD WINTERS

Increasing interest in adapted wheat varieties of good quality, and a lack of adequate information elsewhere concerning such varieties, has prompted the United States Department of Agriculture to publish Farmers' Bulletin No. 1305, "The Soft Red Winter Wheats," describing the adaptation and other characteristics of this class of wheat. The Soft Red Winter wheats are one of the five classes now officially recognized in the United States, and comprise about 30 per cent of the total wheat acreage of the United States, more than 20,000,000 acres being grown in 1919.

These wheats are best adapted to humid areas where the winters are not too severe and where the annual rainfall reaches 30 inches. They are able to withstand the effects of excessive moisture better

than most of the other wheats, but are less resistant to drought and severe winter temperatures. Most of the wheat grown in the eastern half of the United States belongs to this class, Missouri, Indiana, Ohio, Illinois, Texas, Kansas, Pennsylvania, and Oklahoma, being the leading states in production.

At least 66 distinct varieties of Soft Red Winter wheat, are grown commercially in the United States, these being known by about 400 different names. These varieties differ widely in yield, adaptation, milling and baking value, and in other characteristics. The different varieties are described in detail and illustrated, making this a valuable bulletin for both the miller and the wheat grower. The most widely grown Soft Red Winter wheats in the United States in the order of their importance are, Fultz, Fulcaster, Mediterranean, Poole, Red May, Red Wave, and Harvest Queen. A copy of this bulletin may be had by anyone free of charge by addressing the United States Department of Agriculture, Washington, D. C.

NORTHWESTERN SPRING WHEAT

Comment was made last month on the general conclusions of the paper read by Chas. H. Briggs of the Howard Wheat and Flour Testing Laboratory at the annual convention of the American Association of Cereal Chemists. The subject of the paper was an investigation of the question whether Northwestern Spring wheat has deteriorated in the past 16 years. It will be remembered that Mr. Briggs presented figures to prove that it had not.

These figures, representing as they do the results of many thousands of tests, are worth preserving, so we quote both the figures and concluding paragraphs of Mr. Briggs' able paper. We may state that in collecting the figures from which the averages were to be compiled, all lists of Durum wheats were omitted; also both Hard and Soft Winters and Canadian wheats. The dry crude gluten is given as the measure of quality rather than crude protein, because millers and grain men are more familiar with gluten and also because Mr. Briggs believes that the gluten test more accurately expresses the quality of wheats and flours for breadmaking. "On the basis of this compilation of averages of results of numerous gluten tests made by us," says Mr. Briggs, "it can fairly be asserted that taking consideration of the expected annual fluctuations of quality, the average quality of Northwestern Spring wheat has not noticeably deteriorated in the past 16 years. The average results are as follows:

Crop of 1907,	11.70 per cent.
Crop of 1908,	11.50 per cent.
Crop of 1909,	12.64 per cent.
Crop of 1910,	12.42 per cent.
Crop of 1911,	13.80 per cent.
Crop of 1912,	11.67 per cent.
Crop of 1913,	11.56 per cent.
Crop of 1914,	11.29 per cent.
Crop of 1915,	10.93 per cent.
Crop of 1916,	11.51 per cent.
Crop of 1917,	12.99 per cent.
Crop of 1918,	12.18 per cent.
Crop of 1919,	11.51 per cent.
Crop of 1920,	12.35 per cent.
Crop of 1921,	12.37 per cent.
Crop of 1922,	12.02 per cent.
Average,	12.03 per cent.
Lowest,	7.8 per cent (1914).
Highest,	19.6 per cent (1911).

"Attention is invited to the high figures of 1911 and 1917 and the low figures of 1914 and 1915; also to the practical identity of the figures for the crops of 1908, 1913, 1916 and 1919. The practical thing is, as suggested above, the development of wheat varieties combining in perfect balance (1) high yielding ability under the severe handicaps of Northwestern conditions, (2) high milling yield of flour, having (3) glutinous, bright colored, sound and highly water-absorptive quality. The writer would rather have the honor of developing such a wheat than to be president. It is his hope to have the opportunity to recognize and acclaim it when it shall be developed."

THE interest of A. Molenhouse in the M. & M. Seed Company at Chicago, has been sold by him to

Neuman R. Jones and Fred Gunther of Chicago. Mr. Molenhouse will open a seed house of his own and do a retail and wholesale business in garden seeds and onion sets.

WATERWAY TRAFFIC OUTLOOK

At a meeting of the Great Lakes-St. Lawrence Tidewater Association, held in Chicago on September 6, President H. C. Gardner stated that the outlook for Great Lakes-St. Lawrence project is more encouraging than ever. Opposition in New England and New York is disappearing, and two waterway boosters have been elected to the Ontario legislature.

On the Mississippi all previous records for the movement of wheat by the Federal barge line were broken last month. A total of 1,364,707 bushels were carried during the month with a saving in transportation cost to shippers said to be \$53,223.57, or at the rate of 3.9 cents per bushel.

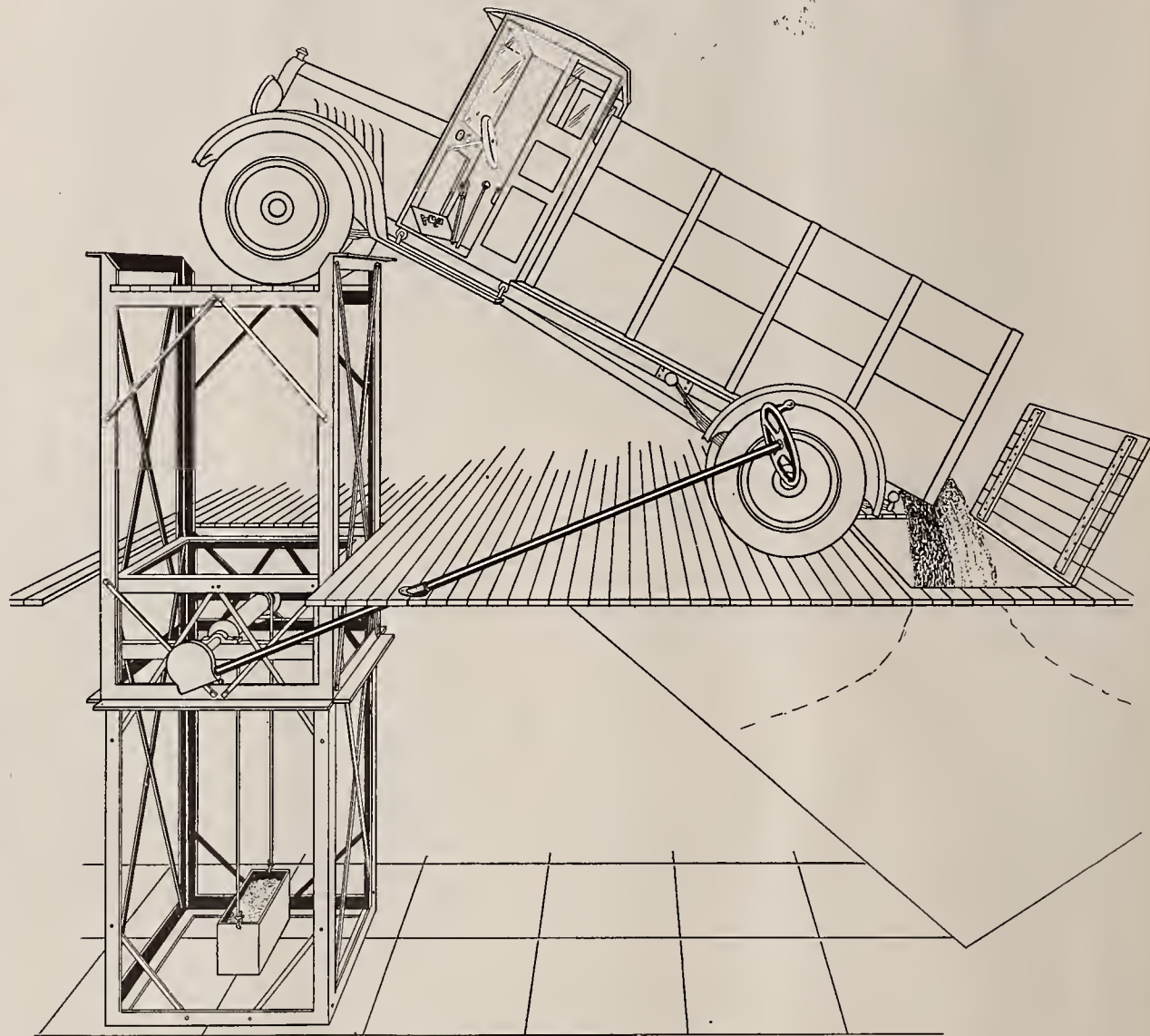
In this connection it is interesting to note that

ust to sell wheat feeds than there were during the whole of 1922.

A COUNTERBALANCED TRUCK LIFT

The advent of the motor truck in country hauling has given rise to many problems for the elevator operator, as the dumping equipment used for wagons is not designed for the heavy trucks. Wherever there are good roads, and good roads are becoming the rule rather than the exception, the motor truck is coming into prominence. There are many truck dumps or truck lifts on the market which are excellent, but most of them require special lifting apparatus with air pressure, hydraulic, or power installation, adding materially to the cost and upkeep.

To keep the cost down and yet to attain the utmost in efficiency, the Warsaw Machine Company has put upon the market the Meyer's Counterbalanced Truck Lift, which works by the simple device



THE MEYER'S COUNTERBALANCED TRUCK LIFT

a new company has been incorporated, the Standard Unit Navigation Company, which has patented tow-boats and barges to operate in three feet of water, and on the unit system just as the railroads are operated. Empties will be left at the various ports and collected on regular schedule so no loading time will be wasted. A river would be operated in divisions, just as freight service is. The headquarters of the company is at St. Louis.

WHEAT AS FEED

Throughout the wheat states reports come of large amounts of wheat being fed to stock. Millers in Ohio, Indiana, and Illinois report grinding considerable wheat crops, and in the Southwest indications are that even more is being fed. As yet the wheat being ground for feed is of low quality and feeders find they are making more money by feeding it than by selling at a discount on the market.

In Oklahoma 15 milling companies during August advised the State Board of Agriculture that they were grinding wheat for feed. There have been more application for permits during July and Aug-

of counterbalanced weight, much as a window is operated. It was designed by a practical elevator operator who was thoroughly conversant with conditions found in country elevators and mills, and it can be installed in the runway, outside the elevator, or in the dump scales.

Briefly, the lift has an inner steel frame on which is mounted a platform on which the truck or wagon wheels rest. This platform is counterweighted by weights placed in inner stationary frame, and it also has an automatic wheel guard which operates before the lift begins to rise and absolutely prevents the truck or wagon from rolling off the lift.

The lift comes all set up, and an ordinary workman can install it. It is as simple in construction as it is strong, consisting only of frames of heavy angle steel securely braced; a steel winding drum, steel cables on a main shaft with roller bearings, cut steel worm gear in oil tight housing and a ball thrust bearing on worm, with an operating shaft and hand wheel. The heaviest truck can be raised without effort, and the lift will prove of interest to every operator of a country house. A line to the Warsaw Machine Company of Warsaw, Ill., will bring a full description of the lift.

MOTOR INSTALLATION AT NATIONAL ELEVATOR, CHICAGO

BY A. F. EISERER

With the unprecedented volume of business transacted during and subsequent to the World War, time was not available and prices with profits were such that very little was done toward improving the efficiencies of grain elevators and reducing operating costs. Conditions have gradually changed, making it essential for an owner to reduce his operating and maintenance costs, wherever possible.

A typical example of the trend of the times is the very interesting installation, by A. M. Crain & Co., of Chicago, consisting of replacing a steam engine

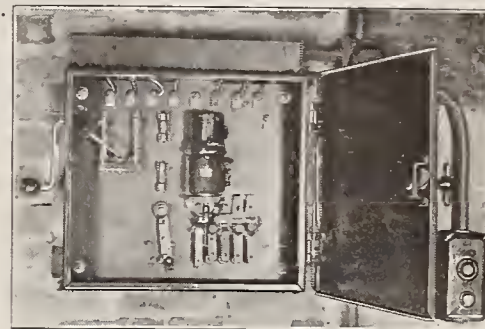
day afternoon and finished the following Monday, which came on a holiday.

The equipment consists of a 300-horsepower synchronous motor, one 7 K.W. induction motor generator exciter set and one switchboard complete with compensator, furnished by the General Electric Company; one 32-inch cut-off magnetic clutch was furnished by the Cutler-Hammer Manufacturing Company; one 500-gallon Underwriter's fire pump with totally enclosed motor furnished by the Lea-Courtenay Company; one manual starter furnished by the Sundh Electric Company, and one 300-horsepower silent chain drive.

Only in recent years has a synchronous motor been developed for use in transmitting power, its

cause the machinery to stop in an emergency. The magnetic clutch has other advantages also.

In changing over a plant from steam to motor driven power a careful study of the local conditions should be made by an experienced engineer to determine whether a single motor be employed where all machinery is driven from one motor, group mo-



CONTROL BOX FOR THE MAGNETIC CLUTCH

tor drives where the drives are divided into two or more units, or individual motor drives where a separate motor is used for each drive.

A. M. Crain & Co. will gladly furnish any one interested additional information regarding the National Elevator installation and how it compares with other systems.

POOLING IN CANADA

Compulsory wheat pooling having been abandoned in the prairie provinces of Canada, although Alberta and Saskatchewan passed laws authorizing such pools, vigorous attempts are being made to organize voluntary pools for the disposal of this year's crop. The first step, of course, was to invite Aaron Sapiro, the prune preserver, to make a few speeches. This is Aaron's long suite, and he told the farmers how they could all get rich by pooling wheat.

A five-year contract was drawn up, by which the



THE NATIONAL ELEVATOR, CHICAGO, ILL., OPERATED BY ROSENBAUM BROS.

with a synchronous motor in the National Elevator, Chicago, Ill., which is operated by Rosenbaum Bros.

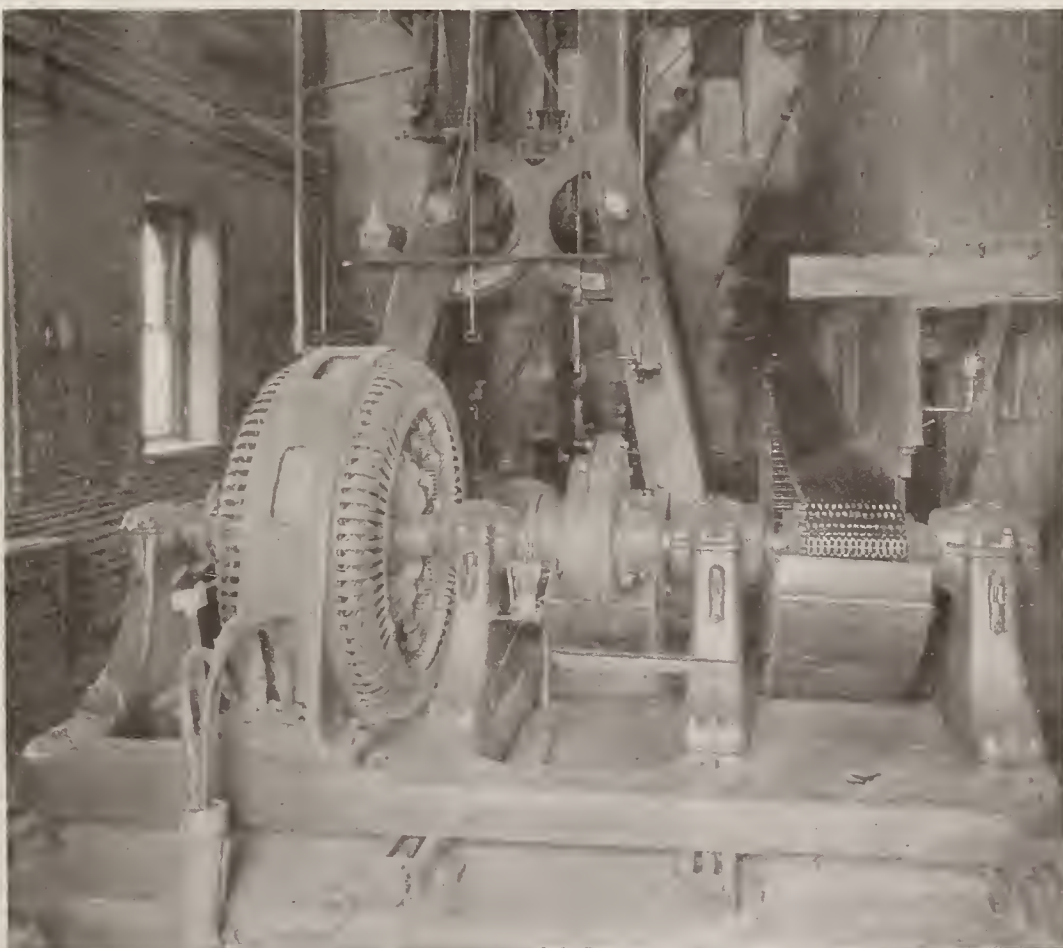
The elevator was built shortly after the Chicago fire and had for its motive power a 250-horsepower vertical marine steam engine. This type of motive power was the most approved at that time, and has served its duty in a creditable manner for the last two generations.

At the request of the owners, A. M. Crain & Co. prepared a report, setting forth operating cost with steam engine and comparing same with an electrically driven unit. The comparison was so odious that the owners decided to make the change without delay. Even a layman will realize the saving in operating expenses of an installation of this kind by a superficial comparison. With the steam engine, a stationary engineer, one day and two night firemen were required on the job day and night, whether the elevator was operating or shut down. This apparent unnecessary force was primarily due to the Underwriter's requirements, which demanded that steam at 100 pounds pressure be available at all hours for the operation of the fire pump, in case of fire. Additional engineers were required for night shifts during the busy period.

The engineers, after careful study of the local conditions, recommended a single unit drive on account of initial low cost of installation and further decided on a synchronous type of motor to secure a low cost of operation. After one year of operation the owners have found that their electric power bill about equals the cost of coal consumed, making a clear saving of the services of one engineer and three firemen plus the additional help required for night shifts and the ever increasing expense of repairs incidental to boiler, steam engine and other equipment that has been in service for 50 years. This aggregates quite a substantial amount in these days of high labor costs. The attendant assigned to start and stop the motor also has ample time for other duties.

A rather unique procedure was followed in carrying out this work by so arranging the location of the motor and its foundation and the utilization of the engine shaft for a countershaft, on which was mounted driven sprocket wheel of the silent chain drive, which permitted changing over from steam to electric motive power without necessitating shutting down the elevator during regular working hours. The change was made, starting on a Satur-

principal advantage being that a power factor of 100 per cent can be obtained at all times, the importance of which is now being recognized. It is becoming the custom of power companies to make



NEW POWER INSTALLATION AT NATIONAL ELEVATOR, CHICAGO; 300-HORSEPOWER SYNCHRONOUS MOTOR, MAGNETIC CLUTCH AND SILENT CHAIN DRIVE

surcharges on low power factors, which is the general result of the usual operation of grain elevators and other plants having a low load factor.

Another feature of this installation is the Cutler-Hammer Magnetic Clutch, one half of which is mounted on shaft of motor proper, the other half on shaft carried on two outboard bearings, in line with motor shaft. The clutch is engaged by powerful magnets and released by springs. Push buttons are located at convenient places in the elevator, enabling the operators to disengage the clutch and

farmers assigned all control of their wheat, except seed, to a board of seven farmers who will administer the pool. Many farmers have signed up in Saskatchewan, but in Alberta two of the farmers elected to the board resigned after they had seen the contract and withdrew from the pool. This has dampened the enthusiasm of a great many in Alberta, and some of them have even taken the trouble to read the contract. The ones that do this with any care rarely sign it.

In Manitoba half-hearted attempts have been

made to organize, but the farmers of that province are too well aware of the advantage their geographic position gives them to be willing to tie up with the growers farther west.

So in spite of the specious promises of the prune preserver, the wheat pool doesn't seem to be getting as far as its sponsors expected. But they have already made overtures for membership on the Winnipeg Exchange, in spite of the vituperation they heaped upon the exchange during the membership campaign. It is to laugh, for everybody but the poor farmers who signed the contract.

CROP CONDITIONS

The Department of Agriculture reports crop conditions in various sections, reported up to August 31, as follows:

In New England, Pennsylvania and New Jersey, corn is needing rain. Its condition is poor due to cool weather, frosts and drought. In Virginia some of the crop is not filling properly but as a rule, it has made wonderful improvement of late and yields will be much better than expected. Early corn is maturing slowly in Maryland and Delaware and the late planted is earing well, except in northeastern counties where there has been an extended drought. The condition of the crop is good to excellent in Kentucky on the whole, though there are numerous spots where it has been injured by drought and floods. In West Virginia the crop is generally in good condition except in eastern counties where it has been in poor shape but has recently been helped some by rains. In the western counties floods and winds have also caused some damage in spots.

In the northern half of the section including Tennessee, Alabama, North and South Carolina, Georgia and Florida, rains have benefitted the crop. They came too late for the earlier plantings which are fast maturing. In the northern half of Georgia and South Carolina the late crop will be much better than appeared possible two weeks ago. In the territory including Michigan, Wisconsin, Illinois and Indiana, corn is in excellent condition though maturing very slowly because of cool weather and too much rain. Wind storms have done some slight damage. Only a little of the crop is safe from frost injury. Silo filling has begun. There has been some frost damage to the crop in South Dakota, which state reports most sections needing dry September weather. Frost damage in Minnesota has been very slight. Cutting of corn for silage is under way in Montana, the Dakotas and Minnesota. In the section containing Nebraska, Iowa, Kansas and Missouri, the condition of the corn crop is promising in all areas except south and southwest Missouri and southeast and south central Kansas. Only light rains have fallen in these sections during August. In Missouri and northeastern Kansas corn will soon be out of danger of frost but northwest Kansas, Nebraska and large portions of Iowa will need until late in September without frost to mature crop. Some Iowa counties are badly infested with corn root worm. Some yields of corn of poor quality are indicated in Oklahoma, where chinch bugs are causing injury to the crop. The prospects of the corn are poor in Mississippi. Rains have benefitted corn in Texas but have interfered with the harvest in southern Louisiana. Corn is in good condition in Colorado but is late. It is in poor shape on the dry farms of New Mexico. In California higher temperatures of late favor the crop.

Threshing of Winter wheat has been practically completed in Virginia. The season in the state has been favorable for plowing and most farmers have their land ready for fall seeding. Acreage is being somewhat reduced. In Kentucky wheat has generally made fair to good yields with unusually good quality. Rain has caused some damage to wheat in the shocks in western counties of the state.

In Wisconsin, Michigan, Illinois and Indiana, the crops of Winter wheat and rye have been materially reduced by the rains and a large portion of these crops is in such condition that the grain

will hardly be fit for feed. Plowing for fall seeding in these states will be materially reduced from that of last year. In Montana, the Dakotas and Minnesota, the weather of late has generally favored fall plowing and some winter grain seeding has already been done. More plowing than usual for wheat seeding has been done in western Kansas, though the western third of the state has but little seed wheat. In Nebraska some plowing and seeding has been done. The movement to market has been light in this state. Plowing in southern Kansas and throughout Missouri is proceeding somewhat slowly. Plowing is general in Oklahoma and good rains have helped land preparation in Texas. Threshing of Winter wheat is nearly completed in Utah, Wyoming and Colorado. Yields are good in Wyoming and the quality of the grain is fair to good in all three states.

Late spring grains in New England are badly in need of rain. Oats have made a poor yield in the southwestern counties of Pennsylvania. In Michigan, Wisconsin, Illinois and Indiana a considerable part of the crops of oats and barley are still in the shock and will produce only light weight and badly stained grain. Showers have caused some delay in the threshing of Spring wheat in the Dakotas and Minnesota but the progress made is average or better. Bread wheat is showing generally a better gluten content, but yields, except in Montana, are disappointing with, in North Dakota, light weights and heavy dockage.

Both Dakotas report Durum wheat much better than Marquis. Spring wheat yields in Montana, except in the eastern third of the state, are averaging as good or better than last year. Oats and barley are averaging well in the Dakotas and Minnesota although somewhat spotted. South Dakota reports barley "peggy" in quality and moderate in yield. The flax harvest is nearing completion in North Dakota and Montana with danger of frost damage mostly passed. In South Dakota and Minnesota, flax is threshing out very satisfactorily. Threshing of spring grains has been much delayed in Iowa and considerable grain has been damaged by rains. Spring wheat in Nebraska has fallen in condition of late due to rust. In Arkansas the late crop of rice is grassy and rains have delayed the rice harvest in Louisiana and Texas. In the mountain states the harvesting of spring grains is nearing completion. Oats and barley have made good crops in all these states. Spring wheat has suffered considerable damage from rust in Colorado and eastern Wyoming. Higher temperatures are favoring rice in California. In Oregon, Idaho and Washington, threshing of spring grains is well under way with satisfactory yields as a rule.

The severe frosts of the last few days have done much damage, although detailed reports are not yet available.

In New England, Pennsylvania and New Jersey, the second crops of hay are generally light and pastures are short. Good rains are badly needed. In Maryland and Delaware the hay crop is very short due to long continued drought. Late rains have revived the pastures and they are now showing up very well. Early hay crops are very light in Virginia but the season has been favorable for the late varieties and excellent yields of cowpeas, soy beans and millet will be made. But little of the Clover and grass sown last fall and spring has survived the early summer drought and there have been large areas seeded this summer that, owing to recent rains, will probably make excellent stands. Pastures in Virginia are making an excellent growth and are very good in all sections. In Kentucky hay has suffered some damage by rains, especially in western counties. In West Virginia pastures are mostly in good condition except in a few eastern counties. Hay is generally promising in Tennessee, the Carolinas, Alabama, Georgia and Florida. In these states cowpeas are making excellent vines but are not fruiting well. Young clover, pastures and meadows show considerable improvement of late in Wisconsin, Michigan, Illinois and Indiana, and the pastures are furnishing more feed than usual for this time of the

year. Alfalfa has been badly injured by web worms in Missouri. The third cutting is good in Kansas, where wild hay has made a heavy crop and the harvest is in full swing.

Millet has made a bumper crop in Kansas, both hay and seed, and a good crop in north Missouri. Pastures have improved in Iowa, are excellent in Nebraska, poor in south Missouri and south Kansas, and better than usual in the northern sections of these states. Pastures have been injured by too much rain in Oklahoma and Texas, are in good condition in Mississippi and Louisiana and have declined in Arkansas. In Arkansas the harvest of hay Alfalfa is under way with yields above the average. In Oklahoma Alfalfa has been cut short by drought and was caught by the rains in Texas. Wild hay is doing well in Louisiana. Rains are injuring hay at harvest in Utah, Colorado, Wyoming, Nevada, Arizona and New Mexico. Pastures are gradually drying in California.

WHEAT SCAB

Next to rust, wheat scab (*Gibberella Saubinetii*) is probably the most destructive disease which wheat encounters. For its damage to wheat is of various kinds and not always apparent. It may kill the seedling before it emerges above ground, as well as affect it later. It has done most damage in Winter wheat in the Mississippi Valley, but the southern portion of the Spring wheat territory has also had visitations. Its presence in South Dakota has been known for many years. In 1919 it reduced the yield of the state very largely and affected the quality. The next year it was also in evidence in the state. And in 1922 it did much damage as far east as Virginia.

The disease is caused by a microscopic fungus. The best indication is the blighting of single spikelets or of whole spikes. Shortly after its appearance, salmon-pink incrustations appear near the base of the glumes. These prevent the proper development of the kernel which appears shrunken and covered with a whitish filled mass of the fungus. The organism passes the winter in infected kernels, and persists in the soil, developing on the crop refuse of wheat and other grains from year to year. The scab thrives best in high temperatures while wheat itself succeeds best with relatively low temperatures. Hence one means of combating the scab is to plant Winter wheat at the latest safe date and Spring wheat at the earliest safe date.

THE GRAIN MOTH

The Angoumois grain moth has been active in three or four western states but nowhere have the losses been so great as in southeastern Pennsylvania. In some of the counties affected, the grain was so badly infested that millers refused much of the wheat offered by farmers, for the moth in the larval stage eats out the interior of the kernel, leaving it a mere shell. The loss to farmers was large; but they failed to heed the warnings from State College to fumigate after threshing, and later if the grain was held in bins. Hot September weather was favorable to the rapid breeding of the moth.

While the moth feeds both in grain maturing in the field and dried grain in storage, Prof. Back says that "the moth seems to confine its ravages to the exposed layers of grain after the grain has been placed in bins. The moth after emerging from the wheat does not seem to be able to make its way through a large bulk of wheat to the surface of the bin. Our experience has been that the upper three inches of wheat in a bin may be badly injured while the kernels further down show practically no injury other than that due to the infestations at the time it went into storage. When wheat heats as the result of Angoumois moth infestation, the heating can be killed by fumigation with carbon bisulphide."

DURING the month of August, vessels sailing from Galveston carried 3,651,000 bushels of wheat as compared with 4,061,000 exported in August of last year.

NEWS LETTERS

KANSAS CITY

B. S. BROWN - CORRESPONDENT

THE grain trade in the Southwest is watching with interest the outcome of experiments now being conducted by the Department of Agriculture in the efficient storing of wheat on farms and in elevators to prevent the great losses that occur each year from heat damage. A corps of the department's experts are arranging several experimental bins in different parts of Kansas, several of which have a capacity of 3,000 bushels. The experiments have been in progress several years in laboratory research, but this is the first year that actual demonstrations have been made in the field. The system is composed of ventilator boxes placed at various angles of the bins. It is reported that none of the wheat in the experiments has gone out of condition.

In a letter appearing recently in the *Hutchinson Gazette*, W. H. Poling, a grain dealer of that town, takes issue with J. A. Carpenter, lecturer for the Kansas Wheat Growers' Association, on the marketing plan of the association. Mr. Poling says: "Some time since, your association issued a statement in which it made a claim that it paid an average price for wheat pooled in 1922 of 86.9 cents a bushel for No. 2 wheat. I have in my possession the statements of several farmers' elevators in which they show they paid an average price for all grades of wheat of from 95 cents to \$1.03 1/4 a bushel, so that as a whole, the average price paid by these elevators was 98 1/2 cents a bushel. This is about 11 cents a bushel more than the members of the National Wheat Growers' Association received in the same period. Furthermore, the patrons of the farmers' elevators were paid the full value of their wheat when it was delivered. The farmers knew exactly what they were getting and had the use of all their money, no small thing in these times of money stringency. In striking contrast to this your members did not know until a few weeks ago what they were to receive."

R. W. Sampson, formerly with the W. H. Marshall Commission Company, has organized the Sampson Grain Company. L. J. Morgan will be with him in the new concern.

G. L. Fisher, formerly with the Fisher & Fisher Grain Company, is now with C. Moritz & Co.

C. V. Fisher and W. G. Dilts, Jr., are now with the Western Grain Company.

F. W. McCoy is now a wheat buyer in Kansas for the Ismert-Hincke Milling Company.

Thad L. Hoffman, vice-president of the Kansas Flour Mills Company, and Julian Scott of the Uhlmann Grain Company have been elected members of the Kansas City Board of Trade, on transfer from C. W. Lawless and J. H. Hollister, respectively. Both considerations were for \$8,300, which included the transfer fee of \$500.

C. W. Lawless, who recently organized the Lawless Grain Company, has been elected a member of the Kansas City Board of Trade on transfer from Graham Robinson. The consideration was \$8,300, including the transfer fee of \$500.

"There is a diversity of opinion regarding the crop outcome in Canada," John Fennelly, vice-president of the Hall-Baker Grain Company, said recently on return from a trip to Winnipeg. "The percentage of low grade wheat will be far greater than in the season just ended. The farmers' grain pools in both Alberta and Saskatchewan are very active and should their programs be carried out successfully, it will have a tendency to hold back a considerable proportion of the crop. Among the best posted people there is considerable doubt if these pools will be effective, but it is a matter entirely of conjecture. The question that is foremost among traders is the one of shipping facilities. The American vessels have refused to conform to the recent acts of the Canadian Parliament, and as Parliament is not now in session and will not convene until next January no action can be taken to modify the conditions of the act. In previous years American vessels moved 55 per cent of the export grain from the Head of the Lakes. The situation is a serious one and unless some way is

found out of this dilemma later on in the season when grain moves freely a congested condition will be prevalent at the terminals."

B. C. Christopher & Co. have opened a branch office in Salina, Kan., in charge of J. N. Carrigan, formerly of the Dodge City and Great Bend offices. The firm now has Kansas offices at Dodge, Beloit, Topeka, Great Bend, Atchison, Hutchinson; in Missouri at Kansas City, Springfield and Sedalia.

J. B. Backen of the Kansas City office of Lamson Bros. & Co. returned recently from an extended trip in the Northwestern States.

Of approximately 3,000 cars of wheat tested for protein in the Kansas state inspection office in July, an average of 12.25 per cent was shown. This is slightly higher than was expected to be shown. Tests for the corresponding time a year ago ranged from 12.40 to 12.50 per cent.

W. B. Young, H. A. Merrill, and H. G. Stevenson have been appointed members of the Cash Grain Adjustment Committee of the Kansas City Board of Trade to settle differences between buyers and sellers over spot transactions.

The Armour Grain Company will be represented hereafter by Goffe & Carkener at Wichita, Hutchinson, Salina and Clay Center. Branch offices of the Armour Grain Company have been closed. Goffe & Carkener will change their private wire service from Thomson & McKinnon to the Armour Grain Company. The following are in charge of the branch offices of Goffe & Carkener: Wichita, Dewey F. Hunter; Hutchinson, R. A. Wood; Salina, C. R. Vestal; Clay Center, Otto Swaller. No disposition has been made of the Enid office of the Armour Grain Company.

Wheat receipts at Kansas City in August were 9,121 cars, an increase of 30 per cent over July and a few cars more than the 10-year August average. Compared with a year ago there was an increase of about 5 per cent and with two years ago an increase of about 30 per cent. Corn receipts in August were 862 cars, 141 more than a year ago and 165 more than the 10-year average.

The Norris Grain Company has purchased the stock of the Federal Grain Company and the latter company's affairs are now being liquidated. The purchase included the lease on the Murray Elevator in North Kansas City, which has a capacity of 1,500,000 bushels. The deal was made by Fred C. Hoose, vice-president of the Norris Grain Company, and Harry J. Smith, president of the Federal Grain Company, who is also president of the Kansas City Board of Trade. Other officers of the Federal Grain Company are: E. S. Westbrook, vice-president; Arch Aylsworth, secretary; John Stark, treasurer. Mr. Smith will announce his new plans later. The Norris Grain Company now has a total elevator capacity of 3,500,000 bushels.

An announcement pertaining to a new home for the Kansas City Board of Trade is expected in the near future. It is understood that a deal for a new location and for large modern building in the financial district has been practically completed, but all details have not been worked out yet.

From a total wheat yield of 1,360 bushels harvested from his 160-acre farm near Tribune, Kan., James N. Russell, president of the Russell Grain Company, says a net loss is shown on his investment of \$221.17, or 16 1/4 cents a bushel. Itemized costs include: Seed, \$120; hauling seed, \$6; drilling, \$120; hail insurance, \$200; cutting, \$255.50; threshing, \$136; hauling, \$45.90; weighing, loading and transferring through elevator, \$50. This makes a total cost of \$1,033.40, which with the 6 per cent interest on the land investment of \$6,400 brings the total to \$1,417.40.

The average grade of the wheat was No. 4 hard, testing 55 pounds, with 12 per cent protein, worth \$1 in Kansas City, making the gross income \$1,364. Freight was \$167.77, which when subtracted from the above left \$1,196.23. Subtracting this from \$1,417.40 left a net loss for the year of \$221.17. Last year from the same 160 acres 2,248 bushels of wheat were harvested, which at the market price of \$1.25 a bushel, showed a profit of approximately \$400.

Kansas City business interests have pledged themselves to aid the city's trade territory in weathering a crisis brought on by the decrease in farm land values,

together with a poor crop year, in southwestern Kansas. The assistance will be given through the Central Seed Wheat Association of Kansas.

At a recent meeting of the Board of Trade representatives, the clearing house, millers and the Chamber of Commerce, it was voted to raise \$100,000 toward a fund for the purchase of seed wheat for farmers now insolvent. This is a third of the amount required. A pledge of \$125,000 has already been made by Wichita, Dodge City and Hutchinson. Chicago pledged about \$100,000. The seed pool is a business proposition to tide over farmers hit by crop failures. Backers of the pool expect their money back in 1924.

BUFFALO

ELMER M. HILL - CORRESPONDENT

ALTHOUGH New York state grain crops will be somewhat below the average this year because of the dry weather in July and August, farmers in the five counties of western New York and Pennsylvania, Cattaraugus, Chautauqua, Allegany, Warren and McKean report a substantial increase over the last few years. Statistics compiled by the John Deere Company show that the bean crop in this territory is one of the largest on record; with 60 per cent increased acreage over a year ago hay returns greatest in years with good prices; oats are an average crop with some fields showing an unusual harvest; wheat is an average crop; corn is an average crop with production higher where rains have been uniform throughout the spring and summer; millet, barley and buckwheat show average yield but very few acres are planted.

Beans and hay lead in increased yield, according to the Deere company's figures. The average per acre, also is increased and the Timothy is said to be the best produced in a number of years. Due to lack of sufficient farm hands, some of the hay was left out later than usual and became overripened before it was cut.

The ocean-going grain carrier *Aquidaban*, which recently arrived at New York City with a cargo of flax from South America, has arrived in Buffalo and will be remodeled for the grain trade on the Great Lakes. Repairs have been made to the ship in Buffalo. The *Aquidaban* was built in 1921 and is 250 feet long with a 40-foot beam. She has been engaged in trade between Atlantic Seaboard ports and South American countries.

J. J. Rammacher of the Eastern Grain, Mill & Elevator Corporation, was recently host to a group of grain and elevator men at his summer home at Lotus Bay. There was a baseball game between teams captained by Edwin T. Douglas of the Douglas Grain Agency and James E. (Sandman) Carroll. It was roughly-played and ended in a tie after seven innings had been played, the score being 39. Messrs. Watterston and Douglas were knocked down by batted balls. Among those at the party were Edwin T. Douglas, R. Harland Horton, Ira Auch, Daniel Dinan, E. H. Crowley, John J. Boland, Adam E. Cornelius, John J. Megham, George Grammer, W. E. Chilson, W. F. Watterston, Ben Torbon, C. C. Lewis, J. E. McAlpine, Dr. Fred Filsinger, William Garber, Norman D. MacPherson, James E. Carroll.

Farmers of New York state, especially those engaged in raising grain, stand to loose approximately \$7,000,000 on their crops this year, as a result of the dry weather in July and August, according to John B. Shepard, state agricultural statistician. The drought has cut production of corn and oats by at least 1,000,000 bushels each, the state department says in its September bulletin. While the drop in hay will be about 100,000 tons, other crop figures are not estimated but Professor Shepard believes that all grain crops will be materially reduced.

Colonel Frederick Stuart Greene has been appointed superintendent of public works of New York state by Governor Alfred E. Smith. He will have complete supervision over the New York State Barge Canal, the state-owned grain carriers and the grain elevator at Gowanus Bay Terminal, New York. In upstate grain shipping circles there has been much opposition

to the appointment of Colonel Greene. Newspapers speaking of Colonel Greene's appointment say that he is opposed to further development of the state waterway between Buffalo and tidewater at New York.

* * *

Nisbet Grammer, president of the Eastern Steamship Company, operating a fleet of grain carriers between the Head of the Great Lakes and Buffalo and Montreal via the Welland Canal, has returned from England where he has been for several months looking after the completion of the last two of the company's fleet of new steel grain carriers. Labor troubles at the English shipyards have delayed the launching of the last vessel.

* * *

George E. Pierce, prominent Buffalo grain and elevator man, who was operated upon some time ago for appendicitis, has completely recovered and is again back at his desk in the Chamber of Commerce Building.

* * *

The lake grain trade has been quiet the early part of this month but the freight rate has been marked up. Steamers are being chartered to load at South Chicago for Buffalo at 2½ cents and the same rate is being paid from South Chicago to Port Colborne, Ont. Rye cargoes are being taken at Toledo for Montreal delivery at 4¼ cents and small carriers are getting 2½ cents from Milwaukee to Buffalo. A number of large steamers have entered the grain carrying trade for the balance of the season because of higher rates quoted by shippers. There will not be much activity in the lake grain trade, however, until after September 15. The new crop will be ready for shipment from Lake Michigan ports by the latter part of the month and the movement will continue until the termination of the season. Some difficulty will be experienced if shippers refuse to give the boats a dispatch guarantee, for the majority of the owners will not take cargoes without a guarantee of prompt dispatch. Wild tonnage was being offered pretty freely at both ends of the route early this month. Shippers at the head of Lake Superior were in the market for tonnage for late loading and storage at Lake Erie ports, especially Buffalo. Some of the owners look for a big demand for boats to hold cargoes at this end of the route.

DULUTH

S. J. SCHULTE - CORRESPONDENT

AN INTERESTING recent development on this market is that the elevator companies are beginning to get back into the oats trade. Last season they left that trade entirely alone as a result of their disastrous experiences in it during the 1921-22 season, when they were caught with heavy stocks of oats bought at high prices. Operators on this market are banking heavily upon an active eastern demand developing in oats later on and the trade is generally of the opinion that the movement of oats this way will attain fair proportions during the next few months.

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A. J. Spain, who is associated with the Rosenbaum Grain Corporation, has purchased the Duluth Board of Trade membership of W. M. Smith of the Fraser-Smith Company. The latter company has retired from business on this market. The Rosenbaum Grain Corporation has been doing business on this market during the last six weeks.

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The Occidental Terminal Elevator Company has been incorporated with a capital stock of \$1,000,000. The new corporation is the owner of the new 2,500,000 bushels capacity elevator now under erection at Duluth which is designed as a link in the Russell-Miller Milling Company's chain of elevators. It will be a connecting link between Minneapolis and Buffalo. From present indications, the contractors, the Barnett-Record Company, is hopeful of bringing the Duluth plant to completion some time in December. The concrete has been poured up to the roof. Frank Hurley, manager of the elevator company, expressed himself as optimistic regarding the plant handling a substantial tonnage of grain each season after it goes into operation.

* * *

Grain men here were gratified over the re-appointment of E. King Staples as a member of the Minnesota State Board of Grain Appeals for a three-year term, ending August 1, 1926. He was appointed last October to fill out the unexpired term of the late Louis Hanson and by careful attention to the duties of his position and all-round efficiency he has gained great popularity in trade circles here.

* * *

Watson Moore, of the Moore Grain Company, who arrived here from New York several weeks ago, is still occupying himself on this market. While export trade in Spring wheat and Durum has been quiet so far this season, he is hopeful of foreign demand picking up on the American markets in the near future.

He commented upon the uncertain foreign demand for American grain so far this season. That he attributed to economic conditions and the tense political situation in some of the countries. Mr. Moore also has a business connection on the Winnipeg market and his advices from up there have been to the effect that British inquiry is broadening out.

* * *

William Grettum, for several years an operator on the Duluth market is now a traveling representative of the Bartlett Frazier Company. Mr. Grettum has effected settlements of liabilities created through his becoming interested in financing Minnesota and North Dakota country elevators two years ago and his friends are now sanguine that he will be back in the grain trade upon his own account within a comparatively short time. He has always been regarded as one of the best posted men in the business by operators on this market.

* * *

R. M. White of the White Grain Company, expressed the opinion the other day that specialists in the coarse grains market will come into their own during the next few months. He commented upon the greatly increased consumption of feeds over this territory on account of the remarkable expansion in dairying. His office is contemplating a material expansion in its operations in coarse grains this fall and winter.

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Rye is attracting the interest of operators on this market to a greater extent at present than in more than a year back. In view of the small yield of that grain over the Northwest and the distribution of elevator holdings at Duluth and Minneapolis that had dragged for a long time, dealers are optimistic over the prospect of much higher prices being marked up for that grain in the near future. Some traders who claimed to have made a close study of the supply and demand situation, have asserted that they would be willing to bet that No. 2 rye will sell at around 85 cents a bushel on this market before the close of the year, as compared with a low of 61 cents not so long ago. It has been reported that the great bulk of the 3,900,000 bushels of rye held in Duluth and Superior elevators is now under contract for eastern delivery before the close of the navigation season. It was pointed out by an elevator man that last winter when an accumulation of nearly 10,000,000 bushels of rye was held in the houses here, the complaint was that the Germans were about the only buyers of that grain and that they were unable to finance purchases of it in this country. Since then rye has been moving out steadily to the last and both trade and speculative interest in its market is growing. The trade here now regards rye as a good investment proposition in view of the light supplies held by farmers over the northwest. No. 2 rye is now the contract grade of rye on the Duluth market and No. 3 has been made deliverable on contracts on a penalty of 3 cents a bushel.

While elevator interests on this market do not hope for any more than a small movement of Spring wheat this way during the present crop year on account of the light yield of it this season and the probability that millers in the southern part of the territory will be willing to pay more for mixing purposes than the trade here could meet, they are hopeful of putting through a substantial volume of business in Durum and coarse grains between now and the close of lake navigation. While the run of grain from the country was late in starting this season, its volume has been gaining during the last 10 days. In commenting upon the situation, F. E. Lindahl, manager of the Cargill Commission Company, said that his company has been receiving more favorable advices from its correspondents over the Northwest lately. He noted that farmers are beginning to perk up on account of the improving markets in wheat and coarse grains generally lately. With the situation standing as it is, he looks forward to gradual improvement in marketings of grain at interior elevators. He commented upon the good dispatch being given by the Northwest railroads in spotting cars at shipping points and in moving the grain forward to the terminals.

* * *

Officials of the Minnesota State Inspection office at Duluth have noted that a considerable percentage of the Spring wheat and Durum offered on this market has been lightweight, bringing the grade for the bulk of the grain at No. 3. They have found it to be free to a great extent of impurities and little smut has been encountered.

* * *

Elevator companies at Duluth have announced their rates for the ensuing year for storing and handling grain as follows: Receiving and loading, 1½ cents per bushel, including storage for the first 15 days. For each day or part thereof after the first 15 days the rate is 1-30th of 1 cent per bushel.

* * *

Vessel interests on this market claim that shipping business has so far this season been the dullist in their experiences going over many years. That they attribute to the negligible export inquiry and to domestic buying of wheat and flour in the East having been disappointing. Vessel agents reported that they were unable to arouse the interest of shippers with offers of bulk tonnage for Buffalo delivery for

loading during the first 10 days of September of from 2 to 2¼ cents a bushel. Space for a few small lots was reported to have been taken at 2¼ cents. Two cargoes of rye were booked up at 2 cents for Buffalo delivery. American shipping interests are still staying out of the Canadian grain carrying trade, having remained firm in their refusal to comply with the new regulations in effect up there under which vessel men are compelled to file their rates and terms of contracts for each shipment made by them.

LOUISVILLE

A. W. WILLIAMS - CORRESPONDENT

BUSINESS with the local elevator and grain trade has been quite fair, the elevator companies being well loaded up with grain, consisting chiefly of wheat as mills and wheat speculators have been buying and stocking wheat, on the belief that wheat around a dollar a bushel was considerably cheaper than it will be again during the crop year. Daily handlings are not as heavy as they were, as wheat is not moving to any extent, and movement of corn, rye and oats is merely for current use.

There has been an increased demand for mill feed and manufactured feed of late, although demand is not so keen; as it is, stocks are short, due to relatively small immediate demand for flour. Mills have booked heavy flour orders on futures, as jobbers have taken the attitude that flour at under \$7 was cheaper than it would be later. However, mills have been in need of shipping instructions on flour, and production has been low in many instances.

Due to the exceptionally rainy spring and summer the 1923 hay crop is one of the poorest in years, it being decidedly weedy with much hay badly off grade according to reports received. Local handlers claim that there is practically no Clover available in any section of the state.

The frequent and heavy rains of the season have resulted in the best pasturage ever known in the state, and a given acreage has fed a far larger quantity of livestock than is usual. Grass has grown so fast that many farmers have had to buy hardly any feed, which has materially reduced business from the country feed and grain dealers, who have been having a relatively dull season.

* * *

The Kentucky Public Elevator Company reported that it was carrying over 500,000 bushels of grain in storage for customers, of which 490,000 bushels represented wheat; 10,000 bushels of corn; 4,000 bushels of rye; and 5,000 bushels of oats. Most of the wheat is on long storage, resulting in relatively light daily handlings, as the company has taken about all the storage it has capacity for, considering the fact that it has to have space available for general handling of quick moving stuff. Daily handlings now are about 10 or 12 cars in, and about the same number out.

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Edinger & Co., who recently sold their warehouse and elevator on Fourteenth street, haven't come to a decision as yet relative to securing a new location for the business, but will probably make arrangements to move within a short time. Will Edinger reported several locations under considerations, but that nothing definite had been done.

* * *

There has been a very fair demand of late for seed rye, which is selling at 90 cents to 95 cents a bushel, including sacks, some of the seedsmen asking as high as \$1 a bushel for prime stock.

* * *

The hay market is quiet as a result of general lack of demand from out in the state as well as locally, and the fact that farmers are busy with their early fall work, and are not hauling. Quotations show No. 1 Timothy, at \$22 a ton, baled, selling price; No. 2, \$21; No. 1 mixed, \$19 @ \$20.50; No. 2, \$16 @ 17; No. 1, light mixed, \$20 @ \$20.50; No. 1 Clover, \$18; No. 2, \$16; wheat and oat straw, \$10; rye straw, \$12.

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Grain prices here are rather stiff at the present time, and showing no signs of weakening. Local handlers are quoting buying prices, carlots, on track, Louisville, No. 2, White or Yellow corn, 95 cents; mixed, 94½; new oats, No. 2, White, 44 cents; No. 3, 42 cents; wheat, \$1.09, wagon wheat, 3 cents lower. Jobbers are quoting sacked corn, sacks included, \$1.04 on corn; and 46 cents on oats. It is reported that new oats are weather stained, and that most of them are grading No. 3. Old oats are very scarce, and worth three or four cents a bushel higher than new.

Feed prices are stiff and advancing. Bran is quoted at \$34 to \$35 a ton, sacked, by mills; with middlings and mixed feed at about the same prices, some quotations showing middlings at \$2 over bran, and mixed feed, \$1 over bran. Hominy feed is quoted at \$39; and cracked corn, \$40.

From around \$6.60 a barrel, mills have advanced prices to \$7.15 for short patent flour, with long patent,

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\$5.65 and low grades, around \$4 @ \$4.50. Best grades have advanced 25 cents a barrel within a week, but patent and low grades are unchanged. Millers claim that demand is for top grades only, and that they can't find a ready market for the other grades, with the result that top grades have to carry the burden of the price situation, until an export or other market can be found for long patent or low grades.

New wheat which started off in excellent condition has been scarcer, and most wheat now coming in or offered is high in moisture content. It now appears as though first class wheat may be decidedly scarce a little later in the season, although a good many millers have stocks bought which will carry them for some time. It is contended that some millers overplayed their hand and oversold themselves on low priced flour when wheat was around one dollar or under, and didn't properly protect their purchases. However, there is lots of rumor at this season of the year, especially from the fellows who have wheat bought, and are trying to find arguments for forcing the market upward.

Harvey S. Williams, well-known local stock exchange man and grain broker, formerly of the firm of Monroe & Williams, and of late with George T. Wood & Son, will leave Louisville September 20 for Dallas, Texas, to connect with R. M. Bowen & Co., dealers in spot cotton, grain, etc. Mr. Williams, before coming to Louisville some six or seven years ago, was well known in Chicago grain circles.

Maysville, Ky., reported on September 8 that J. W. Rush, of Columbus, Ohio, traveling representative of the Millers Mutual Insurance Company, was missing, and that his family had asked for information. Rush wrote a couple of policies at Maysville on August 31, covering grain in storage, and left in his auto by road for Lexington. Nothing further had been heard of him at the time the request was made by his family for information.

Suit was recently filed in the Federal Court at Louisville by the Chesapeake & Ohio Railroad, against S. Zorn & Co., the Bingham-Hewett Grain Company, Callahan Bros. and H. Verhoeff & Co., for \$12,337.63, in individual suits, alleged to represent undercharges on grain shipments, the road seeking to recover to the full amounts of the authorized tariffs. One of the petitions filed included 800 pages of legal manuscript. The suits show \$5,363.44 against Zorn; \$3,159.07 against Bingham-Hewett; against Verhoeff, \$1,183.42; against Callahan, \$2,631.70. Just how the railroads happened to apply wrong tariffs is a question.

The Stephenson Mill & Grain Elevator Company's plant, owned by R. L. Redmon, was burned on August 16, the loss being reported at \$20,000, partly insured.

Anton Schmauch, 83 years of age, formerly a flour and feed merchant of Ashland, Ky., recently died at his home in that city, where he located by accident in 1857, following his arrival in this country. Mr. Schmauch intended going to Ashland, Pa., to live with a brother, but arrived in Ashland, Ky. He was 16 years of age, and big for his age, with the result that he easily secured a job, and stayed at Ashland, Ky.

CINCINNATI
HARRY A. KENNY - CORRESPONDENT

THE Cincinnati Grain and Hay Exchange will be represented at the annual convention of the Grain Dealers National Association at Des Moines, Iowa, October 1, 2 and 3, by D. J. Schuh, executive secretary. While at the convention, Mr. Schuh will attend a conference of weighmen and scalemen to discuss standard weight supervision as applied in terminal markets.

John S. Furlong, who for nearly 40 years was in charge of hay weighing in Cincinnati, died at his home in this city, September 1. He was one of the oldest members of the grain and hay department of the Chamber of Commerce and was known to the trade throughout the United States. Mr. Furlong, who was 61 years old, is survived by two sons and a daughter. During the administration of Mayor Gustav Tafel, Mr. Furlong served as city weigher.

Visitors at the Cincinnati Grain and Hay Exchange during the past month were: A. H. Dorsel of Liberty, Ind., O. W. Edinger of Lexington, Ky., W. O. Noel of Holtin, Ind. and J. H. Weghorst of Wapakoneto, Ohio.

Employees of the feed store of George A. Keller, Newport, Ky., broke open bales of hay in an effort to locate a purse containing \$17.40, belonging to a farmer, who lives near Bluffton, Ind. The farmer communicated with H. N. Atwood, Cincinnati grain broker, and told him he had lost his purse and believed

it had been baled in with the hay. Mr. Atwood traced his sales and asked Mr. Keller to make a search through hay sold him. This was done, but no trace of the missing purse was found.

William B. Reilly of the McQuillan Company, with offices in the Miller Building passed out cigars on the grain and hay exchange recently. The occasion was the arrival of a fine boy at the Reilly home on Price Hill. The child has been named "Bill, Jr." Bill now has two daughters and a son.

Murray Eisfelder of Van Leunen & Reynolds, grain brokers, who has been making an extensive visit to European cities, is expected home this month.

In a baseball game featured with heavy hitting and loose fielding the Cincinnati Grain & Hay Exchange aggregation defeated the Cincinnati Produce Exchange for the second time this season by the score of 15 to 13. The game was played at the Hunt street grounds. O'Connell did the twirling for the grain and hay outfit while Toohey was on the mound for the produce crowd.

Percy Collins, formerly associated with the grain business of Collins & Co., and now affiliated with a jewelry concern at Cleveland, Ohio, spent a two week's vacation here with his parents.

W. L. Brown & Co. is preparing to move its offices from the Gerke Building to larger quarters in the Thoms Building, Fifth and Main streets. The concern expects to be in its new location September 15.

"Jack" Dorsel of the Dorsel Grain Company is the happy father of a baby boy, his first born, which he and his wife declare positively the finest little fellow in Newport, Ky., their home. The youngster, who will be named John IV. is destined to follow the business of his progenitor named John, whose energy and personalities brought about the success and prestige of the extensive flour milling and grain business of the Dorsel family.

Andrew Braun of Braun & Kipp, retail feed dealers is undergoing treatment for rheumatism at Dillsboro, Ind.

MILWAUKEE
C. O. SKINROOD - CORRESPONDENT

"IRREGULAR" is perhaps the most characteristic word for the Milwaukee grain trade from the standpoint of receipts for the month just passed. Some grains show losses in receipts, whereas other kinds show enormous gains in receipts, which makes for a mixed situation.

The receipts of wheat at Milwaukee for the month of August were 257,600 bushels as compared with offerings of 510,420 bushels for the same month a year ago. By way of contrast, the receipts of corn at Milwaukee for the month of August were 1,246,160 bushels, as compared with receipts of \$97,045 bushels for the corresponding month a year ago.

The receipts of oats at Milwaukee for the month of August were no less than 3,399,000 bushels as compared with receipts of 1,678,140 bushels for the corresponding month a year ago. The receipts of barley for the past month were 872,460 bushels as compared with receipts of \$11,700 bushels for the corresponding month of last year. The receipts of rye for August were only 127,000 bushels as compared with offerings of 262,630 bushels for the corresponding month a year ago.

This comparison indicates that oats receipts are setting a high mark with 3,400,000 bushels approximately received in the past month, a gain of more than 100 per cent. Next in rank comes corn with receipts for the past month of approximately 1,250,000 bushels, and representing a gain over last year's supply of more than 40 per cent. Next in rank of gains comes barley with total receipts in August of almost 900,000 bushels and representing a gain of about 7 per cent over last year. Oats, corn and barley are the only three grains to show gains in receipts for the past month, while wheat and rye were offered to the extent of only about half of that of last year. The total for wheat being 250,000 bushels in round numbers and for rye approximately 125,000 bushels.

Taking the aggregate of receipts of the five leading grains at Milwaukee for the past month, the total is about 6,000,000 bushels in round numbers as compared with 4,000,000 bushels in round numbers for the month of August a year ago. The comparison indicates a net gain in grain receipts at Milwaukee for the past month of approximately 2,000,000 bushels, or an increase of 50 per cent in a general way. The showing is exceedingly gratifying to grain men of the city, indicating that the grain trade is about to come back to its own after a discouraging period of small trade for many months.

Milwaukee grain handlers ascribe the heavy move-

ment of corn and oats and the fairly large offerings of barley to the satisfactory grain prices which are now prevailing, also to the fact that many farmers are in need of cash and are therefore selling their grain early in the season, also to the fact that the supply of cars on the railroads has been wholly exceptional for this time of the year. As a rule, they say, the grain movement is held back early in the fall by the lack of equipment. Now the supply of cars has been unusually large and consequently the grain movement has been of large volume due to efficient car service.

Turning to the shipments of grain at Milwaukee, the shipments of wheat for the past month have been only 115,325 bushels as compared with shipments of 441,555 bushels for the corresponding month a year ago. The shipments of corn from Milwaukee for the past month have been 818,465 bushels as compared with shipments of 684,305 bushels for the corresponding month a year ago. The shipments of oats from Milwaukee for the past month were 2,202,525 bushels, as compared with shipments of 1,180,886 bushels for the same month of last year. The shipments of barley from Milwaukee for the past month were only 179,820 bushels as compared with shipments of 306,452 bushels for the corresponding month a year ago. The shipments of rye from Milwaukee for the past month were only 58,560 bushels as compared with shipments of 239,481 bushels for the corresponding month a year ago. The comparison of shipments shows that oats leads in gains with an advance of about 1,000,000 bushels, or approximately 100 per cent over last year. Next in order comes corn with a gain of something like 20 per cent over the shipments of August last year. The other three grains showed losses in shipments, barley with shipments of about half of that of last year for August, wheat with approximately one third of last year and rye with only 58,000 bushels, or about one fourth of the volume of shipments for August last year.

Taking the aggregate of shipments for the five grains for August, the total is 3,374,695 bushels as compared with shipments of 2,852,685 bushels for August of last year. This is a gain of only 522,000 bushels in shipments over last year, while the gain in receipts was approximately 2,000,000 bushels. Grain men point out that more and more of the grain received is apparently going into local consumption which lessens the amount which is available for shipment outside. The dropping off in shipments is also explained to some extent by the fact the amount of grain in storage is also somewhat less than it was for the corresponding period a month ago.

The September rate of interest on advances has been fixed by the Finance Committee of the Chamber of Commerce at 6½ per cent. This is the same rate which has prevailed for several months, indicating a steady tone in the money market.

The Norwegian tramp steamer *Vesla* with L. O. Apold as captain, dropped anchor in Milwaukee and took on a cargo of 60,000 bushels of corn for Quebec. The *Vesla* flies the Norwegian flag and is the first foreign tramp ship in the Milwaukee port this season. It was chartered by W. J. Fitzgerald, vessel agent at 85 Michigan street.

B. H. Otis, of Madison, Wis., representing the American Bankers' Association, was named head of the committee to aid the farmers of the northwest at the farmers-bankers meeting recently held at Fargo, N. D. Mr. Otis was named to head the work of the bankers of the country in aid of the farmers by J. H. Puelicher, Milwaukee banker, who is now president of the American Bankers' Association. In order to find out what kind of help the farmers could use, the American Bankers Association called this meeting and their farm representative was selected to take charge of the program. Prof. Otis is well known in Wisconsin, having been a teacher at the Wisconsin College of Agriculture, and more recently head of the bankers-farmers' exchange in Wisconsin conducted by the Wisconsin Bankers' Association.

Some rather important rallies in grain prices have been shown at the Milwaukee market, according to comparisons just made. No. 3 barley is now selling around 68 to 71 cents a bushel as compared with a ruling price of 55 to 59 cents a bushel for the corresponding time a year ago. No. 3 white oats has been quoted recently at 38 to 40 cents as compared with ruling prices of 33 to 35 cents for the corresponding time a year ago. No. 2 rye has been selling at 73 to 74 cents a bushel as compared with a ruling quotation of 68 cents for the corresponding time a year ago. No. 2 yellow corn has been selling recently at Milwaukee at 90 cents a bushel as compared with a ruling price of 61 to 62 cents for the corresponding time a year ago. No. 1 Dark, Northern wheat has been quoted recently at \$1.23 to \$1.30 a bushel as compared with a ruling price of \$1.14 to \$1.21 a year ago.

The above comparison shows that for the first time in months all the grain markets are above the ruling prices of last year. Corn as usual, selling at 90 cents a bushel or higher leads the list with a gain of 45 per cent or more over last year. Next in line comes barley with a gain of about 20 per cent over the prices

of a year ago. The third in rank is oats with an advance of something like 15 per cent over last year for the same date. Fourth in rank is rye with a gain of approximately 8 per cent over last year. And last in the list is wheat with a gain of about 7 per cent over prices prevailing a year ago. Grain men point out that the good prices now prevailing even for wheat, are stimulating the farmers to sell their grain more freely than they have for a number of months.

The Milwaukee flour mills are running only to a fraction of their capacity with an output for the past week of 3,000 barrels of wheat flour as compared with a production of 2,800 barrels for last week and 1,000 barrels for the corresponding week of last year. The mills are running slack but the activity is considerably greater than for the same period of last year.

Feed handlers of Milwaukee have long complained of the small demand for millstuffs among the dairymen of Wisconsin. Now comes news from Marshfield, Wis., that several hundreds of farmers and their families who attended the annual boster picnic of Wood County breeders at Burhopp Grove passed a resolution not to feed any more bran for the production of milk until the price goes down to \$1 per hundred weight or lower. Since that time the market has gone up steadily until it is now quoted at more than \$30 a ton in the Milwaukee market.

The farmers at the meeting pointed to the low prices in the West for wheat, which it was said warranted much lower prices for bran than those prevailing. It was also voted that the Wood County farmers through their officers would attempt to get similar action throughout the state, in the belief that this boycott of bran is sure ultimately to bring down the prices of millstuffs. Wisconsin as a great dairy state is one of the most important markets of millers for the selling of their by-products and this attitude of belligerency indicates that the farmers are keeping out of the bran market as much as possible.

A near boom is reported in the Wisconsin rye area. The state has added no less than 20 per cent to the rye area for the season and the state raised no less than 558,000 acres of this grain. Since the area of 1922 was also about 30 per cent over the area seeded in 1921, the advance comes on top of a large gain for the previous year. Rye has been found a fine crop in the sand belt of the state as a soil binder and it also makes a good average yield on this kind of land.

One of the main reasons why Wisconsin went into rye so extensively was the European situation, where several rye-importing countries, having lost their usual source of supply, had been taking the rye of Wisconsin and that of other states. The College of Agriculture is urging all rye growers of the state to beware of the condition which forces the rye raiser to depend on a foreign market. The college experts point out that the market for rye as a bread grain in this state is unstable and small. They also say that the export market for rye cannot last long. Hence they say that the rye grower is working on a very slim foundation, having a market that may be lost at any time. With a slump in the export demand for rye and consequent low prices, it is believed that the rye area of the state will be cut down materially.

Milwaukee shippers have not been affected by the usual car shortage at all this year, according to H. W. Gehrke, manager of the transportation division of the Association of Commerce. Milwaukee shippers have always been hit by a bad car shortage as soon as the grain movement started in the West, Mr. Gehrke stated. But this year, he added, not a single complaint of the lack of cars has come to his attention. Mr. Gehrke says that this condition is due in part to large bus traffic, these vehicles carrying freight for considerable distances, while the boats are also largely utilized for the freight movement. However, the important reason he says, is that the railroads are more efficient than ever before, that they are moving all freight promptly and furnishing all the cars needed in the face of the largest railroad traffic in the history of the American railway lines.

Grain in store at Milwaukee at the opening of the present month was given at 168,000 bushels of wheat approximately, 39,000 bushels of corn, 625,000 bushels of oats in round numbers, 81,000 bushels of barley and 158,000 bushels of rye. Stocks of all grains are said to be light except in oats where the supply is more than 600,000 bushels. The corn stocks are exceptionally light with only about 40,000 bushels.

The Milwaukee Chamber of Commerce had an exhibit of its activities this year at the Milwaukee State Fair. The grain men aim to explain the workings of the grain exchange and show the farmer that grain is now more efficiently handled by the middlemen than any other farm commodity. This exhibit is only one of many projects along that line.

A new feed mill, warehouse and elevator will be built at Watertown, in place of the buildings of the Jaeger Milling Company, which were destroyed by fire recently. The new mill and warehouse will be built first according to the president of the company,

H. E. Jaeger. Several thousand bushels of grain have been salvaged from the ruins of the fire and a large amount of flour will be saved for use as cattle feed. The new plant is expected to be more substantial in every way than the old buildings. Better service will be possible when the new plant is completed, Mr. Jaeger promises.

The superintendent of the employment bureau of the Northern Pacific Railroad has been in Milwaukee trying to get brakemen and switchmen to work in the West because of the large grain traffic in that region. He says that in the Dakotas alone, 6,500 additional cars of grain will be handled this year and a large grain movement is also expected in the states farther west, he says. This class of workmen cannot be obtained in the West, the superintendent asserts.

Reports from the Chicago, Milwaukee & St. Paul Railroad received at Milwaukee show that in 18 days the road handled 108,000 carloads of traffic as compared with about 98,000 car loads for the corresponding period a year ago. This road reports that grain loadings decreased no less than 30 per cent during that period, while flour and mill products movement increased by 5 per cent. President H. E. Byram of the Milwaukee road says the peak of the grain movement will not be reached until in October. He declares that the road has 7,500 new freight cars this year and that many thousands of cars have been sent to the western grain sections to be loaded.

The 300,000 bushels storage in Elevator E, operated by the Cargill Grain Company, has been declared regular under the rules of the Milwaukee Chamber of Commerce for the year beginning August 1, 1923.

The regular storage capacity in Milwaukee has also been added to by 200,000 bushels in the Kinnickinnic Elevator operated by the Donahue-Stratton Company. A resolution to this effect was adopted by the association becoming operative on September 1, 1923.

Roy I. Campbell who has been associated with Runkel & Dadmun for about 20 years as a salesman of grain and seeds on the floor, has announced that he has established a new grain concern to be known as Roy I. Campbell. This concern will succeed the old firm of Runkel & Dadmun. The members of the old firm have issued a statement that Mr. Campbell is their successor, and that he is thoroughly competent to handle all grain and seed shipments. The office of the new concern will be at the same place as that of Runkel & Dadmun at 300 Chamber of Commerce Building.

The Milwaukee Chamber of Commerce has cut down the commission charged for the handling of rye. Under the old rules the minimum rate on rye was 1½ cents a bushel. The new charge will be 1 cent a bushel so long as rye shall be selling under \$1 a bushel. When rye goes over \$1 a bushel, the commission will be 1 per cent of the price.

Quite a number of the Milwaukee grain dealers will go to the meeting of the Grain Dealers National Association to be held at Des Moines early in October. All grain men who can attend have been urged to go by the officials of the Chamber of Commerce because of the interesting and helpful program.

Faustin Prinz of the Prinz & Rau Manufacturing Company who has been known to the milling and grain elevator trade over the country as an inventor, is dead. Mr. Prinz had been interested in the milling industry for 60 years, and for much of this time he has been a manufacturer of milling and grain handling machinery. For many years he was a member of the Milwaukee Chamber of Commerce.

While there is opposition to the St. Lawrence Deep Waterway in Montreal and Quebec, the people of Canada as a whole are for the project, declared William George Bruce, harbor expert of Milwaukee and one of the city's chief boosters of the water way. Mr. Bruce declares that the next step is up to Canada. He believes that it is quite likely that some action can be obtained in the next session of Congress providing Canada comes forward and supports the project wholeheartedly. Ultimately Canada will do her share along this line, Mr. Bruce maintains.

The latest crop report of Wisconsin says that late corn is mostly in good condition, although corn is ripening very slowly because of the heavy rains and the rather cool weather. The threshing of small grains in Wisconsin is nearing completion and the yields are reported as only fair. The recent big rains have put the soil in fine condition and fall plowing has made very satisfactory progress. Fall seeding is also reported in a number of sections of the state. The corn crop of the state is in fine condition and it is expected that the total yield will be about 93,000,000 bushels, or something like 6,000,000 bushels better than the large yield of last year. The condition of the crop is given at 90 per cent. The short hay crop of the state is one of the big developments of the year. The state's entire production falls short of last year's yield by 28 per cent, with a total yield of just 72 per cent of 1922. In the southwestern part of the

state, the hay yield is not more than 53 per cent of a normal crop and in most sections of the state, the hay yield is about two thirds of normal.

PHILADELPHIA T. A. SIEBER - CORRESPONDENT

ACCORDING to the monthly statistical report of the Commercial Exchange, the stock of grain in public warehouses in Philadelphia on September 1 was: 1,457,728 bushels wheat, 7,693 bushels corn, 331,667 bushels oats, 41,647 bushels rye and 2,890 bushels barley, compared with 462,691 bushels wheat, 9,659 bushels corn, 562,039 bushels oats, 40,468 bushels rye and 2,890 bushels barley on August 1, and 1,180,422 bushels wheat, 24,222 bushels corn, 110,061 bushels oats, 126,585 bushels rye and 625 bushels barley on September 1, 1922. Receipts of grain at Philadelphia during the month of August, 1923, were 2,432,734 bushels wheat, 59,105 bushels corn, 121,118 bushels oats, 5,041 bushels rye and 1,490 bushels barley. Exports from this port during the month of August, 1923, were 602,722 bushels wheat.

New memberships in the Commercial Exchange have been petitioned for during the past month by John C. Anderson, grain and feed merchant, Hammonton, N. J., and Philadelphia Tidewater Terminal, storage, wharfage and berthage, Oregon Avenue Pier, Philadelphia.

A charter has been filed by the Bardet Flour & Grain Company, Dover, Del., for incorporation; the capital being \$100,000.

John J. Belzer, wire operator on the Commercial Exchange, has returned from a visit to Maine. He was accompanied by his wife and daughter.

Jesse L. Shepherd, Philadelphia grain merchant, has returned from a tour of the Pacific Coast and Canada, together with his family.

D. W. Williams, traffic representative of the D. L. & W. R. R. on 'Change, left a few days ago by steamer for a trip to Boston, Mass., accompanied by his wife.

Woolman & Co., grain, feed and hay merchants, and the Pere Marquette Railway Company have been elected to membership in the Commercial Exchange.

William M. Smith, Federal Grain Supervisor in the Philadelphia market, has returned with his wife from a two weeks' trip to Crystal Falls, N. Y.

Earle W. Roak has been appointed eastern Pennsylvania representative for the grain, flour and feed firm of E. K. Lemont & Son, in the Bourse, with headquarters in Reading, Pa. The Lemont firm also represents the Cannon Valley Milling Company, Minneapolis, Minn.

Lorenzo J. Riley, assistant secretary of the Commercial Exchange, has returned with his family from a vacation at Christin, Pa.

Ellis McMullin, grain and hay merchant in Philadelphia, will reside until the latter part of October at Beach Haven, N. J.

J. B. M. Wilcox, president of the Wilcox Milling Company, Kansas City, Mo.; James Boyce, of the Thomas Boyce Feed Company, Attica, N. Y.; C. A. Williams, associated with the Williams Bros. Company, Kent, Ohio; Richard D. Sparks, of the Sparks Milling Company, Alton, Ill., recently visited the Commercial Exchange.

The number of cars unloaded during the month of August, 1923, at the Girard Point Elevator were 982 wheat and 2 rye; at the Port Richmond Elevator, 161 wheat and 1 rye; at the Twentieth Street Elevator, 6 corn, 32 oats, 1 rye, 1 barley, 1 peas and 1 Kaffir-corn.

George G. Pierie, aged 85 years, who in 1866 served as secretary of the Commercial Exchange in the Bourse, died at his home in Philadelphia, September 9. Mr. Pierie also held several political positions in this city at different times in his career and was a member of the George G. Meade Post No. 1, Grand Army of the Republic.

A meeting of the Southeastern Pennsylvania Feed Merchants Association was held at Schwenksville, Pa., August 24, at which matters of importance to the trade were discussed. After the meeting a chicken dinner was served to the members.

A luncheon was tendered Eugene P. Mitchell, who has held the office of secretary of the Flour Club of Philadelphia for the past three years. He has been representing the Eagle Roller Mills, of Minneapolis, Minn., in this city for some time, but was recently appointed sales manager of the Washburn-Crosby Company, at Kansas City, Mo. Before Mr. Mitchell left to take up

his new position, he was presented with a golf bag by the members. Frank W. Lund has been appointed Philadelphia representative of the Eagle Roller Mills in the Bourse. C. R. Troutner, the Russell-Miller Milling Company representative in this city, a well known member of the flour trade, will take the place of Mr. Mitchell as secretary of the Club.

* * *

A final hearing on grades for Soft Winter wheat, which were proposed by Pennsylvania producers, was held August 28 by the Bureau of Markets of the State Department of Agriculture. The grades discussed at the hearing are similar to those in use in many states at the present time. The use of the grades are not compulsory. The wheat grades are the same as those in effect in all interstate commerce by Act of Congress and adopted by all the important grain exchanges.

* * *

Those interested in doing business with other countries will no doubt be glad to communicate with the Philadelphia Commercial Museum, 34th below Spruce street, Philadelphia, Pa., in answer to inquiries received by them. In reply please mention the number of item:

40746, Dominica, British West Indies. "Wishes to obtain flour to suit West Indian requirements, particularly from manufacturers." Correspond in English.

40785, Mexico City, Mexico. "Desires export representation in Mexico where there is a good market for American flour and grain." Correspond in English.

40787, Calcutta, India. "Send me the name of a reliable seed buying house which has an agent in Calcutta, so that by buying through their houses, I may get the advantage of paying on sight draft." Correspond in English.

40794, Naples, Italy. "Wants list containing the most reliable and responsible shippers of wheat from the United States." Correspond in English.

40795, Havana, Cuba. "Would like to get the following agencies to work on a commission basis: Hard wheat flour, corn, oats, hay, wheat and grains." Correspond in English.

40804, Barbados, British West Indies. "Please place me in touch with a manufacturer of 'B' cornmeal for export to this country. Cornmeal should be put up in bags of 98 pounds. Also desires connection with such a firm." Correspond in English.

40825, Cape Haitien, Haiti. "If we should find good flour agency terms, would like to accept such a representation." Correspond in French.

* * *

Samuel Anderson, aged 65 years, grain merchant, died at his home at Hammonton, N. J., August 31. He was of the firm of Anderson Bros., who for the past 25 years conducted a grain warehouse at that place and has been a member of the Commercial Exchange for the past 20 years. Mr. Anderson was stricken with acute uremia, while attending a luncheon of the Club, and passed away within half an hour. He is survived by his widow, a brother and a sister.

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An embargo which was placed by the Philadelphia & Reading Railway on bulk grain consigned to Philadelphia for export or to Port Richmond Elevator, Philadelphia, has been further modified to permit oats to come forward. The embargo against the Port Richmond Elevator is now entirely cancelled.

* * *

The large feed warehouse, a two-story frame structure, of Heritage Bros., at Mullica Hill, N. J., was destroyed by fire August 23, with an estimated loss of \$25,000. The fire is believed to be of incendiary origin and started in a pile of shingles.

* * *

Notice has been posted, for the benefit of members, on the Commercial Exchange floor, that when they submit samples to the settlement committee for discounts, they must make returns on the basis of the discounts named, and any infraction, from the above, by any member, will be deemed sufficient cause for the committee to refuse future service.

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The Japanese Relief Committee, of which L. G. Graff, retired grain merchant, is the chairman, has raised over \$1,600 among the members of the Commercial Exchange which will be turned over to the American Red Cross to help take care of the earthquake victims in Japan.

* * *

The average high and low closing prices of cash grain at Philadelphia during the month of August, 1923, were as follows: Wheat, No. 2 Red, for export, \$1.02 to \$1.07; Corn, No. 2 Mixed, for export, Nominal; No. 2 Yellow, for domestic, \$1.05 to \$1.08; Oats, No. 2 White, natural, for domestic, \$0.50 to \$0.51.

* * *

After 18 years' experience in the flour market in Philadelphia, Charles C. Fraser has gone to Richmond, Va., and formed the firm of James & Fraser, who will trade in flour, grain and feed. He was formerly connected with the flour and feed firm of Fraser & Sullivan in this city and represented several western flour mills.

* * *

Visitors from the Northwest on 'Change during the past month included: F. Carl Meyer, sales manager of the Wisconsin Milling Company, Menomonie, Wis.; W. S. Weiss, of the Lefrange Milling Company, Red Wing, Minn.; A. M. Conner, secretary of the Maney Milling Company, Omaha, Neb.; H. P. Mueller, manager, Milwaukee Grain & Feed Company, Milwaukee, Wis.; H. E. Marsh, of the International Milling Company, Minneapolis, Minn.; and Herbert R. Strauss, representing Bertley Bros., feed merchants of Chicago, Ill.

TOLEDO

C. O. BARNHOUSE - CORRESPONDENT

THE Ohio Waterways Commission whose object is to assist in the promotion of the Great Lakes-St. Lawrence River tide water route met at Columbus recently and elected Frank B. Niles of Toledo, chairman, and W. L. Allender of Sandusky, secretary. Gov. Donahey appointed Warren E. Griffith of Toledo, vice-president of the National Association to represent the state of Ohio. The Toledo Port Commission will meet at the mayor's office September 15 to hear the recommendations of Engineer Hudson who has made a thorough survey of the river and bay in the vicinity of Toledo and will make recommendations as to the best manner of development to meet Toledo's present and future needs.

* * *

David Anderson, president of The National Milling Company, leaves September 15 for a two months' European trip. Mrs. Anderson will accompany him. Several of their friends entertained for them at the Women's Club on September 8.

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Fred Jaeger spent a week in and near Alpena, Mich., over the Labor Day holiday, returning September 4.

* * *

Mrs. Lewis Allabach, Jr., daughter of Mr. and Mrs. Jesse D. Hulburt, died suddenly August 27. Funeral services were held at the home of her parents August 30 and burial was had in Woodlawn. She leaves her husband, a three months' old son and her parents to mourn her death. Mr. Hulburt is vice-president and treasurer of The Toledo Grain & Milling Company.

* * *

The Jonestown Elevator, at Jonestown, Ohio, was recently sold to Chas. Krugh of Ohio City.

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George Dull and Charles Harris who purchased the Stafford & Lee Elevator at Deshler, Ohio, took possession and opened for business about September 1.

* * *

The elevator of John Wickenhiser at Goodwin, Ohio, burned Aug. 19. It contained about 25,000 bushels of oats and 1,100 bushels wheat at the time of the fire; amply covered by insurance. Cause of fire not determined.

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G. M. Wheeler, Jr., a well known flour salesman, who represented Washburn-Crosby Company in this territory for several years and recently with D. W. Cass & Co., dealers in bakers supplies, of Cleveland, Ohio, died August 15 after a lingering illness, leaving a widow and four children. He was well known and very popular among the milling and baking trade.

* * *

A New York canal steamer with several barges in tow left here August 20 with a cargo of wheat for New York via Lake Erie and the New York Barge Canal. They encountered a storm near Sandusky and two of the barges were sunk and it is reported that the grain is so badly water soaked as to be almost worthless.

* * *

F. H. Mylander, manager of the Oak Harbor Co-operative Company, of Oak Harbor, Ohio, resigned recently, after nine years of service.

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D. E. Risser, a prominent grain dealer and business man of Vaughansville, Ohio, died September 10.

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A. B. Hewson and Geo. N. Collins, well-known flour salesmen in the Central States territory have joined J. F. Hall in the flour brokerage business. Mr. Hewson will reside in Toledo and travel in Ohio while Mr. Collins will reside in Indianapolis and cover Indiana.

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Philip Maurer, of Ottawa, Ohio, formerly with The Ottawa Grain & Milling Company, expects to enter the flour jobbing trade at that place. The Toledo Produce Traffic Association held their regular monthly meeting at Gruenke's, Monday evening, September 10.

* * *

The Manager's Club of the Northwestern Ohio Farmers Grain Dealers Association held their annual picnic at Findlay, Ohio, on Labor Day. Chas. Adkins, of Decatur, Ill., made the principal address and a ball game was played. It was expected that the managers would cross bats with a picked nine from the Produce Exchange but the Exchange boys failed to show up in sufficient numbers and another nine was made up from those present. Geo. Woodman and Harry Schaub of Toledo attended.

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Among recent visitors here were noted: A. A. Cunningham, of Sneath & Cunningham Company, Tiffin, Ohio; W. H. Crossland, vice-president of the Kellogg Seed Company, Milwaukee, Wis.; Edw. Norton of C. C. Norton & Sons Company, Greenville, Ohio; E. D. Fristoe, of The Fristoe Grain Company, Piqua, Ohio; E. M. Stultz, of the Buckeye Cereal Company, Massillon, Ohio; J. Lee Krumm and W. H. Holaday of Columbus, Ohio; J. R. Brown, of St. Louis, Mo.; H. A. Sprigg of

Pittsburgh, Pa.; H. L. Goemann, of Mansfield, Ohio; Edgar Thierwechter, Oak Harbor, Ohio; Wm. Cutler, Adrian, Mich.; and Leo Boursier, of Paris, France.

NEW YORK

C. K. TRAFTON - CORRESPONDENT

THE Board of Managers of the New York Produce Exchange has elected the following applicants to membership: Arthur S. Jackson of Jackson Bros. & Co., grain commission merchants of New York and Chicago; Frank L. Carey of the Nye-Jenks Grain Company, New York and Chicago; Cecil C. Blair of the Globe Elevator Company; Arthur E. Orvis, manager of the Commodity Department of Orvis Bros. & Co., commission merchants on all leading exchanges; George H. Sugrue of Martin, Sugrue & Co., flour and cereals; Harold E. del Castillo of Rafael del Castillo & Co., export and import.

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Edwin A. Weed, for many years active on the New York Produce Exchange as a representative of cash grain houses, has severed his connection with the Grain Growers Export Company, Inc.

* * *

"Chicago's loss is New York's gain," was the verdict of many members of the New York Produce Exchange upon learning recently that William H. Martin, for many years an active and popular member of the grain trade here, but latterly prominent on the Chicago Board of Trade, had again taken up his residence in this city.

* * *

H. P. Piper, a popular member of the local flour trade for many years, has resigned the managership of the New York office of the Fisher Flouring Mills Company of Seattle, Wash.

* * *

Alfred T. Martin, a member of the well known Chicago grain commission firm of Bartlett Frazier Co., spent a few days recently with his friends on the New York Produce Exchange, where he was for many years a leading member of the grain trade, and in which he still retains his membership.

* * *

Edwin L. O'Neill, the energetic and popular representative on the New York Produce Exchange of E. Lowitz & Co., Chicago, received hearty congratulations from his numerous friends on 'Change lately because of his miraculous escape practically unhurt after a hold-up by auto bandits near his home in Brooklyn late in August. It seems as Mr. O'Neill approached his home an auto drew up to the sidewalk and three young men got out just as Mr. O'Neill was walking by and, at the point of a revolver, ordered him to hold up his hands. Instead of doing so he showed fight, whereupon the leader hit him over the head with the butt of his revolver which knocked him down, but he quickly recovered his feet, whereupon the thugs got away in the auto. Fortunately Mr. O'Neill was not badly injured as the force of the blow was partly broken by his hat which protected his forehead and therefore the wound only required a few stitches. Naturally Mr. O'Neill was "fighting mad" and immediately co-operated with the police in order to arrest the bandits. After scouring the neighborhood for several days they finally succeeded in capturing two of the thugs and they will speedily be brought to trial.

* * *

Henry S. Johnson, for several years connected with the local office of Sanday & Co., prominent grain merchants of New York and Liverpool, recently severed that connection.

* * *

The following applications for membership in the New York Produce Exchange have been received: Alexander G. Levi of B. F. Schwartz & Co., grain and feed merchants; Franz Eberle, grain broker; Edward E. B. Adams of E. F. Hutton & Co., commission merchants on all leading exchanges.

* * *

The Visitors Register of the New York Produce Exchange recently bore the names of the following members of the Chicago trade; James A. Patten, well known grain operator; O. H. Riggs, manager of the Chicago office of Lamson Bros. & Co., commission merchants; J. E. Carney of the Bartlett Frazier Co., commission merchants.

GRAIN NEWS FROM BOSTON

BY L. C. BREED

According to the steamship owners, bulk cargo for outgoing transatlantic liners is greatly needed to maintain the position which Boston has enjoyed in the past in the way of commerce. This matter is receiving attention and also that of improving the facilities of the port in handling grain.

* * *

Corn and oats are quiet but firm. Bran and middlings are sharply higher and in fair demand. Other feeds are ruling dull but firm. There is little hay

arriving and dealers are holding firm. Demand is mostly for hay that will grade No. 2 or better. New hay of good quality and condition is arriving a trifle more freely and is selling at about the same figures as for old hay of similar grades.

Receipts of grain at Boston during the month of August were as follows: Wheat, 643,945 bushels; corn, 22,703 bushels; oats, 203,590 bushels; rye, 72,500 bushels; barley, 20,000 bushels.

Among the visitors to the Chamber during the month of August were the following: J. B. Nicholson, Kansas City, Mo.; B. H. Conkling, L. W. Newton, Chicago, Ill.; H. E. Irwin, Grafton, Ohio; A. M. Conner, Omaha, Neb.; C. C. Lewis, Buffalo, N. Y.; E. R. Ebbitt, Montreal, Canada; H. E. Schipper, G. F. Ewe, N. E. Grant, Minneapolis, Minn.; F. H. Price, Chicago, Ill.; W. L. Weiss, Red Wing, Minn.; E. W. Mitchell, Buffalo, N. Y.; W. E. Derrick, E. L. Wagner, Minneapolis, Minn.; A. E. Burkmeier, Great Falls, Mont.; W. V. Hamilton, Caledonia, N. Y.; J. W. Rice, Milwaukee, Wis.; F. R. Moseley, Appalaichicola, Fla.; Richard Talmona, Naples, Italy.

It is quite generally admitted by the members of the Chamber, that our local railroads need reorganization. New England is faced by the necessity of choosing as between two alternatives. There are various plans of consolidation of the Northern and Southern New England railroads on the one hand, with competing trunk lines, and, on the other hand, the proposal for the consolidation of the railroads of New England into an independent New England system. In the near future, it is expected that a decision will be arrived at on this very important matter.

NEWS FROM NORTHERN OHIO

BY T. J. CUNNINGHAM

The Stafford & Lee Elevator at Deshler has been sold to George Dull and Charles Harris, who will conduct the business. The new owners have made a number of repairs, and the elevator is again open for business.

About 40,000 bushels of wheat will be used as stock feed by farmers of Allen County this year, according to County Agent H. J. Ridge.

Thomas Lewis, 77, Tippecanoe City millwright for years, died in his home recently.

W. O. Smith of Mt. Cory is the new manager of the elevator at Mortimer, Ohio.

According to the official thermometer at Tiffin, this was the coldest August in 35 years, the thermometer going down at one time to 40 degrees.

The quarantine imposed on Norwalk Township, in the corn borer campaign being carried out by the Government, will work a hardship on growers. Several Norwalk truck gardeners have been shipping sweet corn to hotels in other cities, and a number of Huron County farmers raise seed field corn that is in nationwide demand.

F. H. Mylander, for the past nine years manager of the Oak Harbor Co-operative Company, Oak Harbor, Ohio, has resigned. His successor has not been selected.

County Agent Floyd DeLashmutt estimates the average wheat yield in Ottawa County as slightly lower than last year, when it averaged about 20 bushels an acre. Reports indicate that the average yield of oats will be in excess of 40 bushels to the acre.

A preliminary meeting to the formation of the Seneca County Farmers' Co-operative Elevator Directors' association was held August 17 in the county farm bureau office at Tiffin. Representatives of the Tiffin Farmers' Exchange Company and farmers' elevators of Old Fort, Berwick and Republic were present. A permanent organization will be made at the next meeting to be held September 17.

According to County Farm Agent S. B. Stowe, Marion County's corn crop this year is expected to surpass the best crop ever raised in Marion County.

The property of the North Fairfield Farmers Elevator Company will be offered for sale again. When the property was offered for sale recently on an appraisal basis of \$11,000, no bidders appeared. The appraised price has been reduced to \$3,800. The elevator company became financially involved when the Norwalk-Shelby electric line was abandoned. This left the elevator without freight service.

Erie County is under quarantine for the corn borer. Motorists are halted along the roads as they leave the county, and their cars searched for corn. The European corn borer has secured a grip on some fields in Erie and other lake counties.

The rapidity with which the soybean is becoming an important crop in Ohio is shown by the results of a survey of 2012 farms made by the State-Federal Crop

Reporting Service. The acreage on these farms is 69 per cent larger than last year, and amounts to five per cent of the corn acreage and 10 per cent of the oats acreage.

Robert, the oldest son of G. B. Copley, manager of The Sneath-Cunningham Company Elevator at Millersville, Ohio, had a narrow escape from death when the automobile he was driving was completely demolished by a Pennsylvania passenger train at the crossing near the elevator. The boy was not seriously injured.

Frank H. Spillette, New Washington, who formerly operated elevators at New Washington and North Auburn for The Sneath-Cunningham Company, is again seeking a likely location to get back into the business. Mr. Spillette has been out of the elevator business for several years.

County Agent Schmidt left September 7 for Cleveland where he joined a party of county agents and state entomologists who will tour the province of Ottawa, Canada. They will study methods used by Canadian farmers to combat the European corn borer.

The "safe period" for sowing wheat in Seneca County has been designated by crop experts as September 24 to October 3.

According to Prof. T. H. Sonnedeker, Government weather observer for Tiffin, August was a cool, damp month. The average temperature was 70.5 degrees and the lowest, on the 23d to 25th was 40.0 degrees. Precipitation, 2.97 inches.

A severe outbreak of hog cholera is now raging along the Sandusky-Seneca County line, from Rising Sun through Kansas, Ohio, and Burgoon. This is in the best corn territory in this part of the country.

Heavy rains in the vicinity of Mandale, Ohio, have caused much damage to the Mammoth Clover seed crop.

Threshing throughout this territory is practically completed. It now develops that there was very little barn threshing to do, the wheat in nearly every locality having gone into the granaries, where the bulk of it still remains. There is only a moderate movement of this to country elevators, farmers apparently selling only when in need of ready money. Most

of them are busy getting their wheat ground in shape for sowing. In spite of the talk of reduced acreage, there appears to be about the usual amount of ground plowed. In some sections, there is even more, as the failure of the Clover meadows has induced farmers to plow them up and return the ground to wheat. Farmers are becoming more particular about the quality of their seed wheat, and the Red Wave variety is being practically eliminated throughout this territory. Trumbull, Pool, Gladden and similar varieties seem to be the favorite selections. This year's crop has been of such exceptional quality that very little trouble will be experienced in getting good seed wheat. No wheat has been sown here at this writing, although plenty of ground is in readiness for it. Apparently the farmers are waiting to observe the safe sowing dates, which, for this locality, are September 24 to October 3. Fertilizer is being purchased very freely.

The corn crop is at a rather critical stage just now, as excessive rains and cool weather have kept it from ripening. The fodder is still quite green, and although the kernels are beginning to dent, the ears are still green enough to be injured by frost. The temperature in the early morning of September 10 was down to 47, which is uncomfortably near the frost mark. Much of the corn is down, due to a combination of excessively tall stalks, soft ground and high winds. Think, however, the corn is too far along to be injured by this, and most of the cutting is now done by binders, which gather up the "lodged" stalks without much trouble. A week or two of dry, warm weather will assure this territory the largest corn crop ever harvested here. Old corn is pretty well cleaned up throughout this district.

The oats crop has proved disappointing. What promised, early, to be a bumper crop, has turned out just ordinary. In certain sections, they are very light in yield and weight, while in others, where the oats are heavy in weight they are more or less stained. The average yield will not exceed 40 bushels to the acre, and in many instances, it has gone below 20. Since the field threshing is over, the oats are not moving very freely.

There will be little or no Clover seed harvested here. Some few fields of Mammoth have been cut for seed, but do not promise very much. The Timothy seed crop is a very light one, and has been pretty well all moved from farmers' hands, the present price, apparently, being very satisfactory to them.

ASSOCIATIONS

MICHIGAN ASSOCIATION HAS FINE MEETING

The twenty-second annual convention of the Michigan Hay & Grain Association was held at the Bancroft Hotel, Saginaw, on August 21. When the convention was called to order by President A. L. Reidel of Saginaw, there were not more than 25 present owing to a heavy rain that delayed those coming by automobile, but at the afternoon session the number had increased to nearly 100 representative grain and hay dealers. The keenest interest was manifested in the proceedings and the discussions were lively at times.

The Association was welcomed to Saginaw by Secretary C. W. Haensel of the Chamber of Commerce, and the response was made by Frank L. Young of Lansing, who contrasted the present splendid city of Saginaw with the sawdust town of 20 years ago, with its more than 100 saloons and turbulent population.

After the appointment of the committees, President Reidel presented his annual report. Among other things he said:

"Indications are that the carriers will be able to transport all the grain shipped this year without much difficulty. Grain shipments will probably be spread out this year by reason of the low price and farmers holding for a raise.

"We must try for lower freight rates as the present rates for hay are out of proportion to the value of the commodity. We have no quarrel with the railroad companies, but simply must get a better rate.

"More care in buying is counseled, as only by the most carefully made purchases can we hope to succeed this year. Hay men are cautioned to buy baled hay and to use wooden tags indicating weights. When it becomes necessary to purchase stack hay, a guarantee from the seller should be insisted upon."

SECRETARY HUBBARD'S REPORT

Secretary T. J. Hubbard, in his report gives an interesting account of the activities of the Association during the past year.

In making my report to you I will outline some of the work we have done the past 12 months, with a few recommendations for the coming year.

Since our last annual convention our members have

received 10 bulletins or four more than were mailed out during the fiscal year of 1922-23. In these bulletins I have endeavored to give as much attention to matters affecting the interest of the shipper of grain as I did to those handling hay and straw, for the reason that I had found in soliciting members for our Association among the shippers of Michigan, that a false idea seemed to prevail in the minds of some, that our organization was one of hay shippers only. As a matter of fact we have more members who handle grain or grain and hay, than those handling hay exclusively. Bulletin 9, as you will remember was devoted exclusively to grain subjects. I want you all to know that I will gladly welcome at all times suggestions from any of our members who may have something in mind which would be of interest to the other members, and further that the columns of our bulletins are open at all times for the discussion of subjects that affect in any way the business in which we are all engaged. I want you all to feel free to write me any time for any information you want and I will do my best to furnish it to you. Let me have your suggestions in the same way, also your criticism of my efforts, if you think they are justified, as it is only by working together that we can make our Association bigger and better, and an asset to every shipper of grain and hay in Michigan.

Transportation Affairs

Traffic matters affecting the interests of our members, which came up during the past year, were looked after at each hearing by a representative of your Association.

On February 20 R. S. Pearce of Port Huron attended a hearing in Chicago on C. F. A. Docket advice No. 5332. This docket proposed changes in wording of present tariffs respecting basis of settlement of freight charges on inbound grain at transit points or mills. The tariffs provided for collection of freight charges at transit points on basis of "actual" weights, for which carriers proposed to substitute "Board of Trade" or other official weights. Mr. Lahey, traffic manager of the Quaker Oats Company of Chicago, who acted as spokesman for the shippers present, proposed that if carriers insisted on making a change from existing tariffs, providing for a settlement only on a basis of recognized weights, the carriers should add a clause similar to "Or other weight, by agreement, accepted and approved by the carriers" or words with like effect. His request evidently made little impression upon the railroad representatives present, as I received under date of July 19 a letter from Secretary Husband of the Millers National Federation with headquarters at Chicago, that the Pennsylvania, B. & O., and Erie Railroads had already issued supplements to their transit tariffs, effective August 15, in which they seek to restore the rule under which outturn weights in eastern territory shall be set aside in favor of those obtained on grain shipped from certain so-called primary markets which were specified in the tariffs. Your Association with other state associations and the Grain Dealers National Association have joined with the Millers National Federation in asking

the I. C. C. for a suspension of these tariffs and we are in hopes our request will be granted.

On May 17 Paul George, chairman of your Transportation Committee, attended a hearing in Chicago on Reconsignment and Diversion Docket No. 14,672. This hearing was the result of three years effort on the part of National and state associations to knock out the reconsigning and diversion charge on shipments of hay. There has been a discrimination made in this respect between grain and hay, in that a car of grain which has been refused at one destination could be forwarded to another in a direct line haul at the through rate to the final destination plus a reconsigning charge. On hay, however, if the car was refused at the first destination and it was desired by the shipper to move it to another point beyond, he was required to pay two local rates plus the reconsigning charge to get the car to the point where it could be handled. From the testimony given at this hearing by shipper's representatives present, it was shown that at a good many points, especially in southern states, there is no public team track, and that cars of necessity have to be placed on private sidings. The general impression of the carriers as voiced by their representatives present at the hearing, seemed to be that they were willing to amend the tariff, allowing the through rate plus a reconsigning charge on these cars. If the I. C. C. acts favorably upon Examiner Carter's report, which we expect they will do during the next 30 days, it will be very helpful to a shipper who has a car of hay refused at the first destination.

Erie Railroad cancellation of Lighterage free privilege on hay in New York Harbor, Docket No. 1732: When the matter came to my attention through a formal notice from the Erie Railroad, I immediately filed a protest with the vice-president in charge of traffic of that railroad, and also filed through Traffic Manager Sims of the National Hay Association a protest with the I. C. C., accompanied with a request for a hearing on the matter, and asking that the tariff be suspended until the hearing could be held. The request was granted by the I. C. C., and Mr. Sims represented our Association as well as the National and New York State Association at the hearing and secured a favorable decision whereby the Commission instructed the Erie Railroad to cancel the tariff and continue the lighterage of hay and straw in New York Harbor without charges, as heretofore.

I am calling your attention to a few matters of this nature so that you can see that we are always on the alert to look after matters of this kind which arise from day to day, and which effect your business to a greater or less extent.

Michigan Bates

Referring to the adjustment of Michigan freight rates to points in C. F. A. territory on which a hearing was held in Lansing in April, 1922, I had a personal interview with Mr. Ewing of Grand Rapids the latter part of June, at which time he advised me that in all probability the I. C. C. would render a decision in our case some time in September or early October. While the Michigan Traffic League, who filed the complaint, had asked for the abolition of the present five rate zones and the establishment of one zone for the lower peninsula of Michigan, using present Zone A rate basis, Mr. Ewing advised me that the best we could expect to get was two zones with the northern boundary line of Zone A extending across the state from Muskegon to Bax Axe. If this is done it will put us back where we were in 1918 as regards the arbitrary over northern Ohio points and permit us to retrieve a large share of the hay business from southern trade which has been lost to us the past four years. It will also work to our benefit on shipments of grain, beans and other farm products.

Listing of Undesirable Trade

In my Bulletins 7 and 8 you will recall that I listed the names of several receivers of grain and hay in Pennsylvania whom members of the northern Ohio Hay Shippers Association as well as several of our members had found from experience, used unbusiness-like methods in the conduct of their affairs, such as demanding excessive rebates on shipments of grain and hay, on the slightest technicality, more especially if the market happened to be lower when the car reached destination than it was the day the order was booked. Some of the firms listed who are located on branch railroads try to hold up the shipper on nearly every car purchased, knowing as they do that to move the car to another point would cost the shipper a heavy local rate besides a reconsigning charge. The law permits us to exchange information of this kind in the form of sealed first class mail, therefore I want all of the members to remember that from now on when they receive unfair treatment from a customer, and they are positive that the customer's complaint was not warranted, to give me the facts in the case for my files, so that I can report the name of the firm to our members through the bulletin. Whenever you see a firm listed in my bulletin as being undesirable customers, you can obtain full details of the case by writing me a letter, except that the name of the shipper will not be given out.

Membership and Dues

At the time I rendered my annual report a year ago, we had an active membership list of 128 of which number 11 were owing back dues amounting to \$126. During the past 12 months we have taken in 24 new members of which your secretary secured 16, your president 5, Mr. Hudson of the Shepherd Elevator, 2 and Mr. H. White, of Scotts, 1. We have lost during the past year 19 members, of which 10 resigned, five went out of business and four were expelled for non-payment of dues. Our active membership list at the present time is 133 of which number 14 are owing your Association back dues of \$140. I have served notices on these delinquents through Bulletin No. 10, issued last month, that unless the amount they are owing was paid by today I would refer the list to the new Board of Directors with a request that they be suspended and deprived of all Association benefits until such time as their account has been paid. One thing I cannot understand, gentlemen, is why it is necessary for me to send some of our members 5 to 10 statements before I can secure their check for the small sum of \$7. I believe it to be a fact that some of those members who are now in arrears in the payment of dues, never stop to think that we have to have funds with which to pay our bills for printing bulletins, and taking care of other expenses. When you receive a statement with a bulletin don't lay it aside and forget about it, but have your book-keeper mail me a check for the amount immediately. As long as I am secretary and treasurer of your organization I am going to keep the expenses within the amount of funds I have available to meet our obligations even though it means the issuance of a lesser number of bulletins, as we must have some funds available to cover the expenses of our chairman of the transportation as well as other committees. When matters arise that affect your business.

Last year our Membership Committee was not as active as it should have been. There are over 600

shippers and dealers in grain and hay in this state all of whom should be members of this organization. A new Membership Committee will be appointed by the president-elect, the chairman of which will select a member in each county to co-operate with the Membership Committee in securing new members during the coming year. If each of our present members would make up their minds to secure five new members before November 1 and get out and do a little boosting for your Association, we could have a real organization, and the additional funds which the increase in membership would make available, would permit us to materially expand our work resulting in increased benefits to every member.

The morning session was concluded with a paper on "Some Things You Can Do to Prevent Fire Losses," by H. E. Wilson, general agent of the Michigan Millers Fire Insurance Company.

Discussion of problems affecting the hay and grain business occupied the afternoon session. F. E. Watkins of Cleveland, Ohio, spoke on "Problems of the Grain Dealers" and Howard Jeffords of Port Huron on "Should Hay Be Purchased Loose in the Mow, or After Baled?" C. R. Aldrich of Spencer, Ohio, emphasized "The Value of Local and State Organizations" and Frank Diamond of St. Johns, talked about the "Cost of Handling Grain by the Country Elevator," while J. Vining Taylor of Winchester, told about "Hay Conditions." General discussion among the members followed each subject.

New officers elected were L. W. Swift, Detroit, president; R. J. Pearce of Port Huron, first vice-president; E. Bushlein, Unionville, second vice-president. Directors for two years, A. Gonlet of Midland, and R. A. Maley of Ann Arbor. Director for one year, A. L. Reidel, Saginaw.

RESOLUTIONS

The following resolutions were adopted:

Futures Tax

Whereas, the Internal Revenue Department has ruled that all cash grain bought for shipment for periods longer than 20 days is subject to tax of 2 cents on each \$100 of value; and

Whereas, the grain dealers of the country are kept in uncertainty owing to the fact that the Federal Government itself seems to hesitate as to the application of the law, and has thus far refrained from enforcing it, against those who have neglected to pay the said tax;

Resolved: That the Michigan Hay & Grain Association in convention assembled at Saginaw on August 21, 1923, protest against the ruling of the Internal Revenue Department. We do not believe that the Revenue Act of 1913 ever contemplated the payment of a tax on cash grain sales, either for immediate or prompt shipment, or for deferred shipment of any kind. We believe that it was the intention of the law to impose a tax only upon future trading, or hedging, as it is commonly known in the trade, and not upon sales where it is contemplated that the actual grain is to be delivered.

Resolved: That we support the efforts of the Grain Dealers National Association to have this ruling clarified or changed, so that there will be no question about the imposition of the tax on sales of cash grain for deferred shipment.

Resolved: That the secretary of this Association be instructed to send a copy of this resolution to the head of the Internal Revenue Department at Washington.

Farm Agent Activities

Whereas, it is reported that Federal and state farm agents in some localities are still continuing their commercial activities in connection with so-called co-operative buying enterprises, allied with feed consumption, in the opinion of your Committee, our secretary should be instructed to address the proper state and Federal authorities in the matter, that this Association goes on record against this unfair class discrimination, and that this Association adopt the resolution covering the matter as passed at the 29th annual convention of the National Hay Association to wit:

"Resolved: That this Association, while recognizing the inherent right of any class to organize within legal bounds for its legitimate benefit, and while conceding the basic principles of organization, deeply deplores this seeming Government approval of a form of class legislation; and be it further

"Resolved: That every member of this Association take due cognizance of this state of affairs, and that each member take steps to protest to his representatives in both state and Federal Governments, to the end that all business receive justice in the circumstances."

Almon Bill

Resolved: That we recommend that this Association endorse the Almon Bill H. R. 9933 introduced by Congressman E. B. Almon of Alabama, the purpose of the bill being to abolish war tax on telegraph and long distance telephone messages of an interstate character. Be it further

Resolved: That we condemn and ask or demand the repeal of all class legislation now upon our statute books and oppose the enactment of all such legislation in the future, and

Further recommend, less Government in business and more business in Government affairs. We further see no reason why our Government should not withdraw from the program of socialistic interference with legitimate and laudable efforts. We have too many bureaus and commissions; we believe they should be minimized.

Hay Grades

Resolved: That we believe the present rules for grading hay as recommended by those favoring Federal inspection, are at least one grade higher than those used by the National Hay Association, where National Hay Association Grading is used, therefore be it

Resolved: That we recommend the Federal authorities having this matter in charge, be asked to change their requirements to more nearly correspond with those used by the National Hay Association.

Freight Rates

Whereas the producer of hay is now limited to near-by markets by exorbitant freight rates, and even in these markets, often fails to obtain the cost of production, be it

Resolved by the Michigan Hay & Grain Association in Convention assembled: That we appeal to the Interstate Commerce Commission to promulgate a lower schedule of freight rates to the end that hay pro-

ducers may send their products to more distant markets and without loss.

Resolved: That a full measure of thanks be expressed to all taking part in this program and to the Hotel Bancroft for its excellent service during this convention.

The meeting ended with an enjoyable banquet at night of which John L. Dexter acted as toastmaster. The feature of the evening's entertainment was an address on "One of the Nation's Problems," by Dr. W. D. Spencer of Hillsdale College, Mich.

NEW YORK DEALERS MEET

One of the best meetings of recent years was held on August 23 by the New York State Hay and Grain Dealers Association, at Syracuse. President J. B. Bradley called the meeting and introduced G. H. Stilwell, president of the Syracuse Chamber of Commerce, who welcomed the dealers. J. W. A. Gordon of Boston, responded.

The memorial address was given by J. A. McCauley, of Canadaigua, N. Y., which was followed by the statistical report offered by Willis Bullock. F. E. Watkins, president of the Grain Dealers National Association, talked on "Grain" and was followed by Vincent Gilroy, representative of the Arbitration Society of America, with an address on "Arbitration." The appointment of various committees followed, and the meeting was adjourned until the afternoon session.

J. D. Sims, traffic manager of the Association, made his annual report of the work done during the past year. "Improving Market Conditions" by H. Deane Phillips, director, Bureau of Markets and Storage, State Department of Farms and Markets, New York State, outlined the results of the various investigations the department had made and incorporated suggestions looking to meeting the changed conditions in marketing hay and other farm products.

At the afternoon session David C. Cox of Syracuse, N. Y., gave a talk on "The Telephone as a Factor in Farm Life, and the Distribution of Farm Products."

Friday morning session was preceded by an informal conference of the directors of the Association. State College of Agriculture, New York Hay Exchange Association, and State Bureau of Markets. Geo. B. Cavert, of Ellwood City, Pa., spoke on "Efficiency and the Horse," followed by W. A. Wheeler, chief of Bureau Hay, Feed and Seeds, Department of Agriculture, Washington, D. C., who spoke on "Federal Grades," which was continued by S. N. Swartwout, of Auburn, N. Y., who explained the inspection rules. H. B. McClure of the Federal Department gave some pointers on "Proper Baling", and W. T. White of Albany, N. Y., talked on "Correct Weights". After some informal discussion the reports of the various committees were received.

The Nominating Committee presented its report and the following men were declared elected: President, R. J. Bantel, of the Rochester Hay & Grain Corporation, Rochester, N. Y.; vice-president, W. J. Close, Schenectady, N. Y. Directors, L. C. Bradley, Interlaken, N. Y., and Warren Dewitt, of Skaneateles, N. Y.

WEIGHMASTERS TO MEET

For the past five years the Weighmasters Scalemen's Conference has been held at the time of Grain Dealers National Association meeting. This year the custom will be continued and the Conference will be held in the Oak Room of the Hotel Fort Des Moines, Des Moines, Iowa, on Monday, October 1. An interesting program is being arranged and many subjects of importance will be presented for discussion.

CANADIAN SEED WHEAT FOR ARGENTINA

- Five hundred bushels of registered Marquis seed wheat produced by members of the Canadian Seed Growers Association in Saskatchewan are being shipped to Buenos Aires for sowing in Argentina, according to Gordon M. Stewart, secretary of the association. "This is the first shipment of Canadian seed ever to go to South America," said Mr. Stewart, "and is a tribute to the quality of the grain. We believe the performance of the wheat under growing conditions will lead to increased purchases from Argentina.

"The prairie provinces are achieving wide recognition in seed growing. The excellence of seed grains, Clover and grasses raised in the West has convinced seedmen of both Canada and the United States that the West cannot be surpassed as a seed growing region. Proof of this was given at the International Grain and Hay Show in Chicago last December when the prairie provinces swept the boards taking world's championships in wheat, oats, rye and barley.

"To care for the growing trade the Alberta Government recently established a cleaning and grading plant for seed grain in Edmonton, with a capacity of 100,000,000 bushels annually."

ON August 24 an export duty on wheat went into effect in Belgium.

ELEVATOR AND
GRAIN NEWS

EASTERN

Capitalized at \$100,000, the Bardet Flour & Grain Company has been incorporated at Dover, Del.

M. A. Donner has left Watertown, N. Y., to become associated, as vice-president, with the Traders Feed & Grain Company of Buffalo, N. Y.

The Winchell Smith, Inc., elevator at Farmington, Conn., will be completed by December 1 at a cost of \$100,000. It will have 17 bins with power furnished by 12 electric motors.

The business of the Peterson & Hendee Company operating grain stores at Derby and Shelton, Conn., has been taken over by the Crittenden-Benham Company, grain, hay and flour dealers.

B. E. Pelley is president; Carl Randlett is treasurer and H. L. Pelley, clerk for the Hartland Grain & Grocery Company which has been incorporated at Hartland, Maine, capitalized at \$10,000.

To deal in grains, cereals, etc., the Carthage Milling Company has been incorporated at Carthage, N. Y. Capital \$70,000. J. P. Rubar, Harold Rubar and F. J. Rubar are interested in the company.

OHIO AND MICHIGAN

Frank Rushmore has leased the Gleaner Elevator at Greenville, Mich.

The Good Elevator at Bloomdale, Ohio, is being improved with a new addition.

Capitalized at \$12,000, the Stanton Elevator Company has been incorporated at Stanton, Mich.

The headquarters of the Isbell Bean Company have been moved from Detroit, Mich., to Owosso, Mich.

Frank Tingley is manager of the Farmers Co-operative Elevator Company at Harbor Beach, Mich.

The elevator at Jonestown, Ohio, has been bought by Charles Krugh, of the firm of Krugh Bros., poultry dealers.

Frank Griffiths has bought the elevators of the Haviland Elevator Company at Haviland, Ohio, and Tipton, Ohio.

The Kaleva Produce Company's new elevator at Kaleva, Mich., is nearly completed. It has capacity of six carloads.

A grain elevator has been built at Austin, Ohio, by the Austin Grain & Coal Company and is being operated by it.

F. H. Mylander has resigned as manager of the elevator of the Oak Harbor Co-operative Company at Oak Harbor, Ohio.

A grain business is to be conducted at Port Huron, Mich., by R. G. Pearse, formerly with the Huron Grain & Bean Company.

The common stock of the Chatterton & Son of Lansing, Mich., has been increased to \$1,000,000 and preferred to \$500,000.

W. O. Smith is succeeded as manager of the Farmers Elevator & Exchange Company at Mt. Cory, Ohio, by A. A. Lee.

The elevator at Concord, Mich., formerly operated by the Farmers Elevator Company has been taken over by A. K. Tucker.

The elevator at Frankfort, Ohio, formerly owned by the Western Grain & Lumber Company has been leased and is being operated by J. W. Ott.

Pugh & Adams of Prairie Depot, Ohio, are out of business, and M. A. Pugh, formerly a member of the firm, has gone into business at Fostoria, Ohio.

George Dull and Charles Harris have bought the Stafford & Lee Elevator at Deshler, Ohio, and will operate it as Dull & Harris. Repairs were made by the new owners.

The business of the J. E. Bartlett Company at Jackson, Mich., has been sold to the Mutual Grain & Feed Company. E. J. Fogell has been retained by the new owners as manager.

On September 11, the elevator of the North Fairfield Co-operative Elevator Company, North Fairfield, Ohio, was offered for sale at auction for the second time. The minimum price was fixed at \$3,800.

H. W. Updike of Fredricktown, Ohio, writes that he is in the market for the following machinery: One receiving separator, gas or oil engine of 40 to 60-horsepower, attrition mill, crusher, roll to make cracked corn and cornmeal, a 15 to 20-ton pair of

scales, wagon and truck dump and drag. He is also going to install a feed grinder in his plant in the near future.

The Cushman Company of Bath, has bought the elevator at Dimondale, Mich., recently opened by the Stockbridge Elevator Company. The new owners operate an elevator at Bath.

INDIANA

A preliminary certificate of dissolution has been filed by the Kirklin Grain Company of Kirklin, Ind.

W. C. Atkinson and John Colborne have bought the elevator of Mark Templeton at Enos (Morocco p. o.), Ind.

J. H. Snider and the Kinney Grain Company have bought the elevator of W. D. Springer at Fountain-town, Ind.

The elevator of the Delp Grain Company at Bourbon, Ind., has been taken over by Peter Jankowski of Cass County, Mich.

The capital stock of the Home Mill & Grain Company at Mt. Vernon, Ind., has been increased from \$50,000 to \$200,000.

The elevator of the Hanna Lumber & Grain Company at Bee Grove (p. o. Hanna), Ind., has been increased and an automatic scale has been installed.

A new corn sheller and grain cleaner have been installed by the Arndt-Weinkauff Grain Company of Hamlet, Ind., and a new pit and driveway have been installed.

Charles H. Vincent of the Charles H. Vincent Grain Company of Nashville, Tenn., and Samuel B. Bell have organized a new company at Evansville, Ind., which will operate as the Ohio River Elevator Company. The company will erect a grain house at Raham with a capacity of 25,000 bushels. The new company will be a subsidiary of the Nashville company, which has been operating in the South for 60 years.

SOUTHERN AND SOUTHWESTERN

A grain and field seed business has been opened at Columbia, Tenn., by W. N. Butler & Co.

A warehouse is being built at Galveston, Texas, for Davison & Co., grain, feed and coal dealers.

J. M. Johnson is interested in the establishment of a grain, flour and feed business at Ashdown, Ark.

The grain business of Cramer B. Potter at St. Petersburg, Fla., has been bought by the Byers & Cunningham Company.

W. W. Wegener has sold the grain business which he conducted at Walters, Okla., to A. W. Schweder, who will now operate it.

The W. M. Cosby Grain & Flour Company has bought a building in Gadsden, Ala., which it will use as its Gadsden branch.

The Cator Grain Company at Stratford, Texas, has changed its name to that of the Barnes & Douglas Elevator Company.

A branch warehouse has been opened at Beaumont, Texas, by the Houston Mill & Elevator Company with J. E. Walker, branch manager.

W. L. Brandon and others have incorporated at Marianna, Fla., as the Brandon Mill & Elevator Company. The firm is capitalized at \$40,000.

The Sherman Grain & Seed Company at Sherman, Texas, has been bought by J. H. and J. F. Plangman. They will continue operations under the old name.

The Lowrey-Lewis Grain Company has been incorporated to operate at Houston, Texas, capitalized at \$10,000. W. C. Lowry, A. Lewis and B. G. Lewis are interested.

Capitalized at \$20,000, the Deer Creek Elevator Company was incorporated at Blackwell, Okla. C. T. Stout and F. E. Martin are interested in the new corporation.

To conduct a grain, feed, and seed business, the Oklahoma Grain Company has been incorporated at Oklahoma City, Okla. H. A. Cadwallar is at the head of the company.

The Harris Grain Company of Pawhuska, Okla., is being completely reorganized. The company will go into the wholesale end of the grain and feed business. Thos. B. Leahy is now interested in the firm.

The Shreveport Mill & Elevator Company of Shreveport, La., has given a 10-year lease to the

Fowler Commission Company on its elevator and mill. The Shreveport company will discontinue its grain business.

Incorporation papers have been filed as the Farmers Elevator & Grain Company at Lakeside, Texas, capitalized at \$25,000. O. J. Winterman, C. P. Hoyo and others are interested.

W. O. North, John T. Kramer and W. P. Fraker have incorporated as the Producers Co-operative Company at Tulsa, Okla., capitalized at \$25,000. The company plans the installation of a flour mill and the erection of a grain elevator at Tulsa.

CANADA

The McCabe Elevator at Minto, Ont., which was struck by lightning and damaged, is to be rebuilt immediately.

A new structure is being erected at Morris, Man., in place of the old Martin & Mitchell Elevator which has been torn down.

A grain elevator of from 30,000 to 40,000 bushels' capacity is being built at Swift Current, Sask., for Pidgeon & Newsome, operators of a flour mill there.

The Quaker Oats Company of Saskatoon has bought the elevator at Killam, Alta., formerly conducted by the Interprovincial Flour Mills Company.

The new elevator of the McLean Grain Company of Winnipeg, at Expanse, Sask., has been opened. It replaces the elevator which burned last April.

IOWA

A. J. Mabie's elevator at Gilbert, Iowa, has been bought by G. D. Mabie.

The elevator at Superior, Iowa, is to be managed by Roy Friend of Sac City.

The elevator at Hills, Iowa, is now under the management of Chris Skarrup.

A new grain dump has been installed in the Farmers Elevator at Lewis, Iowa.

The Farmers Co-operative Exchange of Mt. Pleasant, Iowa, has filed notice of dissolution.

A new elevator is to be erected at Van Horn, Iowa, on the site of the former building.

A modern up-to-date brick office is being built at Calamus, Iowa, for the Farmers Elevator Company.

The Merchants Elevator Company at Atalissa, Iowa, has been bought by the Davenport Elevator Company.

Fred Helmers succeeds A. D. Weir as manager of the Farmers Co-operative Elevator Company at Stout, Iowa.

C. D. Anderson is succeeded as manager of the Farmers Grain Company at Cambridge, Iowa, by E. G. Johnson.

The coal office, bins and grain elevator of P. G. Davis at Algona, Iowa, have been bought by Durward McDonald of Burt.

H. E. LaRue is succeeded as manager of the Osage Grain & Supply Company of Osage, Iowa, by J. H. Hobkerk.

The Trans-Mississippi Grain Company of Oto, Iowa, is overhauling its elevator and putting in a new foundation.

The contract has been let by the Hunting Elevator Company of Rock Valley, Iowa, for a number of repairs to its house.

The Weber & Houston Elevator at Letts, Iowa, has been remodeled. A new elevator leg was put in and the cupola was raised.

O. K. Olson has resigned as manager of the Moorland Grain Company of Moorland, Iowa, and is in the grain business in Minnesota.

The elevator which E. A. Bowles of Algona bought from the Armour Grain Company, located at Persia, Iowa, is now being operated by him.

A company of men from Greenfield, Iowa, has bought the Sumner White Elevator and coal business at Orient, Iowa. O. T. Tuttle will be manager.

The elevator of the Farmers Commission Company at Masonville, Iowa, has been bought by the Ray Murrell Grain Company. C. R. Mosher remains as manager.

H. A. Selby, of Fresno, Calif., and Dwight and C. H. Nichols of Morning Sun, Iowa, have become members of the Iowa Grain & Produce Company of Burlington, Iowa. C. H. Nichols is vice-president and Mr. Selby, secretary-treasurer of the company. As a result of the transaction, the Nichols Bros.'

business at Morning Sun has become a part of the Iowa Grain & Produce Company, although it will continue under the management of the old owners.

The E. Mann Elevators at Hartley, Iowa, have been overhauled and repaired. The two elevators have been combined and the same power plant now operates both houses.

The Gifford Grain Company of Cedar Rapids has sold its elevator at Lakota, Iowa, to Stockdale & Gregg of Estherville who have taken possession. F. S. Gellhke has been retained as manager by the new firm.

Capitalized at \$30,000, the Farmers Elevator & Feed Company was incorporated at Indianola, Iowa. The company will buy and sell grain, feed, flour, seeds, etc. The incorporators are F. L. Lester, J. E. Houghtaling and John Piffer.

The elevator at Cushing, Iowa, of the Trans-Mississippi Grain Company has been thoroughly overhauled and equipped with a new 10-horsepower Fairbanks-Morse Motor, electric truck dump and distributor and spout in connection with both elevator legs.

The Farmers Elevator Company's 25,000-bushel elevator at Matlock, Iowa, has been completed. It is covered with galvanized iron and equipped with automatic scale, 10-ton Fairbanks Type "P" Automatic Truck Scale, 10-horsepower engine and a Sidney Manlift.

ILLINOIS

A 9,000-bushel elevator is being erected at Coulterville, Ill.

Paul Kuhn & Co., of Isabel, Ill., will rebuild the elevator at that place.

The Conlin Elevator Company's elevator at De Kalb, Ill., has been painted.

The elevator of the Melvin Farmers Grain Company at Melvin, Ill., is being repaired.

Olin Dennis has bought the interest of Fred Bartscht in the elevator at Ellsworth, Ill.

The elevator of Charles Wetzel at Wetzel (Edgar p. o.), Ill., has been bought by F. L. Kidder & Co.

A new 350,000-bushel elevator has been completed at Chester, Ill., for the H. C. Cole Milling Company.

Frank Martin succeeds the late Henry Heye as manager of the Farmers Elevator Company at Bath, Ill.

Mr. Herman of Scarboro has bought the Neola Elevator at Shabbona, Ill., and will take possession at once.

A 15,000-bushel elevator operated by a Fairbanks Engine has been erected at Pearl, Ill., by the Donohoo Bros.

H. E. Crum is building an addition to his elevator at Cornell, Ill., which will give it a capacity of 40,000 bushels.

The elevator of the Mackinaw Farmers Grain Company at Allentown, Ill., is being covered with galvanized iron.

John McLuckie succeeds J. H. Schumacher as manager of the Farmers Square Deal Grain Company at Morris, Ill.

The Gilbert Elevator at Dana, Ill., has been leased by the American Hominy Company. Wm. C. Cooke of Quaker is manager.

A grain elevator is to be built at Cruger (Eureka p. o.), Ill., this fall by the Cruger Farmers Co-operative Association.

W. H. Allen has bought the elevator of Reardon & Harmon at Dickerson (Lotus p. o.), Ill., and will operate as W. H. Allen & Co.

The elevator at Amboy, Ill., operated by C. A. Fenstermaker has been sold by him to J. H. Schumacher of Morris. Mr. Schumacher took possession on September 10.

L. L. Cowen is now manager of the Fullerton (Farmer City p. o.), Ill., grain elevator of Harrison, Ward & Co. He succeeds E. L. Reed who is now in business for himself.

On August 25 the property of Rudd & Singleton at Forrest, Ill., was sold at public auction. The property included the grain elevator, coal sheds, seed house, grain office, etc.

The partnership of John and Francis Sherry at Flanagan, Ill., operating a grain business for several years, has been dissolved. The business will be continued by Francis Sherry.

The H. A. Lidel & Son Company of Springfield, Ill., has erected a new grain elevator and mill with storage capacity of 35,000 bushels. This replaces the one which burned in May.

The Union Iron Works has just furnished the complete machinery equipment for the Frank Beall elevators at Warrensburg and Harristown, Ill. George Saathoff was the contractor.

Townsend B. Smith of Decatur, Ill., is building a new concrete elevator at Williamsville, Ill., for Mr. Hill of Springfield, Ill. Western machinery throughout is being furnished by the Union Iron Works.

The Southern Warehouse at East St. Louis, Ill., has been bought by the Flynn Bros. Grain & Feed

Company. It will be operated by that company as a public warehouse. It was formerly the property of Toberman-Mackey & Co.

The Hammond Elevator Company of Kemp, Ill., has just completed its new elevator. It is equipped with Western machinery throughout. George Saathoff was the contractor.

Gus Kuhlman, William Fecht, E. W. Powell have incorporated at Bentley, Ill., as the Bentley Farmers Elevator Company, to handle grain, coal, cement, seed, etc. Its capital stock is \$20,000.

The business of the Armour Grain Company at Lee, Ill., has been bought by J. P. and W. F. Reynolds. They will operate as the Lee Grain & Lumber Company with W. F. Reynolds as manager.

The J. West Elevator at Sabina (Le Roy P. O.), Ill., has been leased by Elmer Reed, formerly agent of the Harrison, Ward & Co., at Fullerton. He also leased the J. West Elevator at Glenavon.

The Steward Grain & Lumber Company has been incorporated at Steward, Ill., capitalized at \$20,000. Roy J. Railsback, M. G. Culbertson, E. M. Wayne and Lee W. Railsback are interested in the company.

WESTERN

A new elevator is under construction at Nibee, Mont.

Ed Sheerze of Wales, N. D., is in the grain elevator of F. J. Fischer at Belt, Mont.

The Imperial Elevator Company of Richey, Mont., has installed a new automatic dump.

Dan Corcoran is the new manager of the McLean Elevator Company's elevator at Shawmut, Mont.

The Sumatra Shipping Association is contemplating the erection of a new elevator at Sumatra, Mont.

The Tucumcari Mill Elevator Company of Tucumcari, N. M., has remodeled its plant and added warehouse room.

A new foundation is being put under Elevator No. 1 of the Eugene Mill & Elevator Company at Eugene, Ore.

Tom Brady is now manager of the grain elevator at Hinsdale, Mont., operated by the Imperial Elevator Company.

The Capay Warehouse Company recently completed the construction of a new grain elevator at Woodland, Calif.

A new, up-to-date air pressure wagon dump has been installed by the Northland Elevator Company of Westby, Mont.

The Palmerton-Moore warehouse at Oakesdale, Wash., has been leased by the Northern Grain & Warehouse Company.

D. Albert Banks of McCammon, Idaho, has been named as Idaho agent for the Union Grain & Elevator Company of Utah.

The Equity Co-operative Elevator at Williams, Mont., is now controlled and managed by the International Elevator Company.

G. E. Sullivan is now connected with the McCaul-Dinsmore Company and will buy grain at Williams, Valier and Conrad, Mont.

The Northwestern Grain & Seed Company, a partnership, has been formed at Boise, Idaho, by H. G. Rogers and Charles Hillock of Boise.

The O. M. Kellogg Grain Company's elevator at Amherst, Colo., is to be managed by O. B. Elliott who has been transferred there from Oxford.

The warehouse of the Linville Bros., at Colfax, Wash., has been bought by C. W. McFarland, proprietor of the Colfax Grain & Feed Company.

The Sperry Elevator & Storage Company of Ogden, Utah, has leased the Evans Elevator at American Falls, Idaho. Guy Stuart will be manager.

The California Milling Corporation has completed plans for the erection of a grain elevator and flour mill at Los Angeles, Calif., costing approximately \$150,000.

The recently incorporated Deary Grain Company has taken over the property and equipment of the Farmers Warehouse & Elevator Company, Ltd., of Deary, Idaho.

The Farmers Elevator at Mansfield, Wash., has been leased by the Seattle Grain Company, and will be operated by the company in connection with its warehouse.

The Denver Elevator Company's new 60,000-bushel elevator at Yuma, Colo., has been completed. The firm is a subsidiary of the Colorado Milling & Elevator Company.

The Western Grain & Feed Company, which has been operating at Ogden, Utah, is now going out of business. The establishment has been conducted by Harry Palmer.

Jesse Brandt is now manager of the Caldwell Milling & Elevator Company at Caldwell, Idaho. He was formerly manager of the Nampa Elevator Company at Namp, Idaho.

The contract has been let to the Macdonald Engineering Company for the erection of a new public terminal elevator of 250,000 bushels' capacity

at Los Angeles, Calif., for the recently organized Los Angeles Terminal Elevator. E. W. Thompson is the president of the new organization.

Capitalized at \$25,000, the Corry Mac Elevator Company has been incorporated at Conrad, Mont., to operate grain elevators. William H. Corry, Robert R. Corry and W. C. McIntosh are interested.

To buy and sell grain, wholesale and retail, the Armington Grain Company has been incorporated at Armington, Mont., capitalized at \$50,000. J. G. Brady, C. M. Cowell and Arthur Hooser are interested.

The elevator and business property at Limon, Colo., formerly owned by the Isbell Colorado Bean & Elevator Company has been bought by the Trinidad Bean Company and will be under the management of T. E. Duncan.

A third interest in the Barton Grain & Feed Company at Kennewick, Wash., has been bought by I. S. Gleason. He will enlarge operations to include the buying and selling of fruit as well as grain, hay and feeds.

Paul Ostroot is now assistant buyer for the Pacific Grain Company and will have headquarters at Portland. Mr. Ostroot has for two years been manager of the Pendleton, Ore., offices of the company and is succeeded as such by J. D. Roberts.

The Barkemeyer Grain & Seed Company of Great Falls, Mont., has opened a Chicago office with A. E. Barkemeyer in charge. The Chicago office will act as a selling and distributing agency for the company, while the seed and cleaning houses will be conducted at Great Falls.

The elevators of the Montana Grain Growers, which has been for the past two years in the hands of a receiver, have been taken over under lease by the Northern Grain & Warehouse Company. The elevators are located at Stockett, Portage, Kolin, Baynesford, Judith Gap, Oxford, Gage, Drummond, Norris, Bozeman, Belgrade, Clyde Park, and Edgar.

MINNESOTA AND WISCONSIN

The Hunting Elevator at Adams, Minn., is being repaired.

The elevator of James Gillespie, at Stephen, Minn., is being overhauled.

The National Elevator Company's elevator at Warren, Minn., is being remodeled.

The Cargill Elevator at DeGraff, Minn., is under the management now of Newton Russell.

An all steel truck dump has been installed in the J. J. Hagen Elevator at Appleton, Minn.

Considerable overhauling has been done at the Commander Elevator at St. Clair, Minn.

August Boehmke succeeds Ed Williamson as manager of the Atlas Elevator at Holland, Minn.

The National Elevator Company of Donnelly, Minn., has built a new five-bin coal shed there.

The Farmers Elevator at New Prairie, Minn., has been leased by G. G. Landmark, of Starbuck, Minn.

Several improvements have been made to the property of the Farmers Elevator Company at Wells, Minn.

Additional coal sheds are being built by the Farmers Co-operative Elevator Company of Hendricks, Minn.

T. R. Foster, and E. W. and W. A. Swoffer have bought the Vesta Grain & Fuel Company at Vesta, Minn.

Martin Taggatz is now manager of the Gibbon Farmers Elevator & Lumber Company of Gibbon, Minn.

The elevator of the Empire Elevator Company at Ivanhoe, Minn., has been sold to the Atlas Elevator Company.

The elevator of the Farmers Grain Company at Grand Meadow, Minn., is being managed by O. Simonson.

The Equity Elevator at Cokato, Minn., has been opened for business under the management of Fred Swanberg.

W. B. Schuldt has been engaged as manager of the Doran Grain Producers Elevator Company of Doran, Minn.

The Granite Falls, Minn., office of the Fraser-Smith Company is to be managed by J. L. Broden this season.

The Broker Elevator Company in Frazee, Minn., is being managed by D. L. Durkin, who succeeds E. C. Hubbell.

E. B. Eide of Comstock, Minn., is now manager of the elevator of the Farmers Grain Company at Hendrum, Minn.

The Imperial Elevator at Hutchinson, Minn., has been bought by the Victoria Elevator Company which will wreck it using the machinery, etc., in the erection of elevators at Corvusa (Litchfield p. o.), and Thorpe (Atwater p. o.).

The grain elevator at Marshall, Minn., belonging to the Marshall Milling Company and that at Taunton, Minn., owned by the same firm, have been bought by the Froedert Grain & Malting Company of Milwaukee. Harry Regnier will continue as man-

ager of the Marshall house while Guy Blanchard will have charge of the selling end of the enterprise.

N. C. Jenson is manager of the Monarch Elevator at Barnesville, Minn., a position held by the late James Glasgow.

The elevator of the Farwell Farmers Elevator Company at Farwell, Minn., has been opened with Ed Homsted as manager.

F. O. Larson is the new manager of the Hayfield Farmers Elevator & Mercantile Company of Hayfield, Minn. He succeeds Louis Doucet.

A new 10-ton Howe Scale and dump have been installed at the elevator of the Swoffer & Swoffer Elevator Company at Walnut Grove, Minn.

Pete Melby has resigned as Russell, Minn., agent for the New London Milling Company and is now with the Farmers Independent Elevator Company.

Extensive improvements are being made to the elevator of the Mannigel-Rathjen Grain Company at Luverne, Minn. A new 10-ton, 16-foot Howe Scale has been installed.

Elevator "E", a 300,000-bushel elevator at Milwaukee, Wis., operated by the Cargill Grain Company has been declared regular by the Milwaukee Chamber of Commerce.

The elevator of the Farmers Produce Company at Chippewa Falls, Wis., which was badly damaged by fire in July is to be rebuilt at once. The contract for the construction work has been let.

David Davis has bought the grain elevator at Randolph, Wis., from David G. Jones who has retired because of ill health. Mr. Jones had been in the grain buying business in Randolph for 45 years.

The Commander Elevator Company of Minneapolis has bought the Gunderson Milling Company's elevator at Kenyon, Minn., together with the mill at that place. The Commander company will operate both.

THE DAKOTAS

The Farmers Grain Company of Webster, N. D., is being repaired.

O. Holland is now manager of the Acme Elevator at Hammer, S. D.

A. C. Jones is now in charge of the O. & M. Elevator at Garrison, N. D.

Numerous repairs have been made at the Equity Elevator at Prosper, N. D.

The elevator of the Kloten Grain Company of Kloten, N. D., is to be repaired.

A new flour house has been added to the elevator of Bosch & Kruger at Linton, N. D.

The Farmers Elevator at Beresford, S. D., is under the management of S. O. Steensland.

Charles W. Estee has opened his elevator at Hecla, S. D., which he recently bought.

New cleaning equipment has been installed by the Farmers Grain Company of Elliott, N. D.

Electric power is now used in the elevator of the Norman Grain Company of Cayuga, N. D.

An interest in the Lippman Elevator at Granville, N. D., has been bought by W. M. Murphy.

Extensive improvements are being made to the Wessington, S. D., house of Sexauer & Son.

Repairs are being made to the elevator of the Great Western Grain Company at Buttzville, N. D.

General repairs have been made to the plant of the Winter-Truesdell-Ames Company at Souris, N. D.

The 19,000-bushel, Schott Elevator at Linton, N. D., is nearly completed and will soon be in operation.

The Carlon Elevator at Geddes, S. D., is now open for business. E. H. Martin is agent at the house.

The old Osborne McMillan Elevator at Geneseo, N. D., has been torn down. The lumber is being shipped away.

B. J. Monaghan has been elected to serve as manager of the Bantry Co-operative Elevator at Bantry, N. D.

New Fairbanks Scales and a dump are being installed in the Magnus & Noyes Elevator at Starkweather, N. D.

The Schilling Elevator Company has bought the plant of the Brandon Farmers Elevator Company at Brandon, S. D.

A grain warehouse has been built at Virgil, S. D., by the Sheldon Reese Elevator Company. Charles Magruder is manager.

Extensive improvements are being made to the elevator of the Eckelson Farmers Elevator Company at Eckelson, N. D.

The Great Western Grain Company has repaired its elevators at Embden, Walum, Pittsburg, Norwood and Lowell, N. D.

S. M. Anderson is succeeded as manager of the Osborne-McMillan Company at Forman, N. D., by E. Krogstad of Sisseton.

The elevator and coal business of the Farmers Elevator Company at Summit, S. D., is to be man-

aged by W. F. Cadwell of Bruce, S. D. Mr. Cadwell has been assistant manager of the Farmers Elevator for five years.

A 10,000-bushel elevator is to be erected at Selfridge, S. D., for the Western Grain & Lumber Company of Bowman, N. D.

A new foundation has been put under the Fairdale, N. D., elevator of the Spaulding Elevator Company of Warren, Minn.

The Merchants and Farmers Elevator at Groton, S. D., which has been closed down for some time, will be reopened this year.

The elevator of the Temvick Farmers Elevator Company, Temvick, N. D., is being overhauled, and the elevator is being painted.

The Cargill Elevator Company of Finley, N. D., is putting in a new Fairbanks 10-ton scale, truck dump and is making other repairs.

The elevator of the National City Elevator Company at Hensel, N. D., has been equipped with a new Fairbanks Dump Scale and dump.

G. M. Thompson is succeeded as manager of the Farmers Co-operative Grain Company at Burch (Britton p. o.), S. D., by F. Van Kirk.

New legs, a new Fairbanks-Morse 10-ton Dump Scale and a new dump have been installed in the Akaska Equity Exchange, Akaska, S. D.

The Occident Elevator at Bisbee, N. D., has been bought by a Minneapolis company. C. Nelson will remain in charge for the new owners.

A new elevator of from 20,000 to 25,000 bushels capacity is being erected at Harrold, S. D. It will be ready to receive grain about September 1.

Andrew Plankratz has been succeeded as manager of the Farmers Elevator Company of Coleharbor (p. o. Coal Harbour), N. D., by Glen G. Spees.

R. W. Frazier and R. H. Points of Crosby, N. D., have leased the Farmers Elevator at Crosby which has been in the hands of the receiver since May 1.

Chain drives, dumps and considerable other equipment are being installed in the elevator of the McLaughlin Equity Exchange at McLaughlin, S. D.

The elevator at Wildrose, N. D., of the National Elevator Company of Minneapolis is being improved with the installation of a Fairbanks Scales and a dump.

Henry Booner, Peter Gedwelski and J. Hockenga have incorporated at Colome, S. D., as the Farmers Co-operative Elevator. The firm's capital stock is \$50,000.

The Farmers Elevator Company of Miranda, S. D., has made extensive improvements to its house. New legs, engines, cleaners, etc., have been installed.

A new 10-ton Fairbanks Dump Scale and a Kewanee Dump are being installed in the elevator of the Montana & Dakota Elevator Company at Nekoma, N. D.

A. R. Galle has resigned his position as manager of the Northland Elevator at Benedict, N. D., and has gone to Longview, Wash. Victor Kronberg succeeds him at Benedict.

The elevator of the Faulkton Farmers Elevator Company at Faulkton, S. D., is being thoroughly overhauled. New legs, dumps, engine and other repairs are being made.

J. D. Sullivan is no longer manager of the Farmers Elevator at Tioga, N. D., but is with the Farmers Elevator as manager at Alamo. He is succeeded by John Olson at Tioga.

A motor has been installed in the Atlas Elevator at Clark, S. D., and hereafter the entire house will be operated and lighted by electricity. J. E. Hyde is manager of the elevator.

The Victoria Elevator at Hazelton, N. D., is to be conducted by Mr. Reischler of Eureka, S. D. The elevator has been completely overhauled and a new set of air scales have been installed.

Improvements have been made to the elevator of the Garske Elevator Company of Garske, N. D., including the installation of a new 10-ton Fairbanks Scale, new truck dump and other repairs.

The Cummings Farmers Elevator Company has been incorporated at Cummings, N. D., capitalized at \$25,000. The firm is incorporated by A. A. Sundby, Selmer Waslien and John Anderson.

The interest in the Sherwood Grain Company of Sherwood, N. D., formerly held by Chaffee people has been bought by F. C. Riebe of Minneapolis. K. M. Haan retains his interest in the company and will continue as manager.

J. T. Scroggs who not long ago disposed of his entire South Dakota elevator holdings has bought the string of elevators in South Dakota formerly controlled by the Dakota Grain Company. Mr. Scroggs will take charge of the management of the line of houses.

George W. Wright, president of the First National Bank of Huron, S. D., has leased a 30,000-bushel elevator there and will operate it for the benefit of the farmers in that vicinity. The warehouse is

licensed under the state law by the Board of Railroad Commissioners and warehouse receipts will be issued to the banks' customers for the grain stored.

Extensive improvements have been just finished on the elevator of the Hillsboro (N. D.) Equity Elevator & Trading Company, at a cost of about \$11,000. A new 10-ton dump scale, truck dump and double distributors were installed.

The grain elevator at Volin, S. D., formerly owned by J. T. Scroggs, but now the property of the Fleishman Malting Company of Chicago, is to be reopened after having been closed for two years. James Lambertson, of Beresford, will be in charge as buyer.

The Richardton Equity Exchange Elevator at Richardton, N. D., has been bought by Alfred White of Dickinson, at a mortgage sale for \$3,550. Mr. White together with Jessie White, and H. E. Skauge have incorporated at Richardton as the Richardton Grain Company. Its capital stock is \$25,000.

MISSOURI, KANSAS AND NEBRASKA

The elevator at Lyons, Neb., has been bought by William Fritz.

E. Walsh of Beloit has bought the Don R. Crum Elevator at Linn, Kan.

E. H. Kuech has sold the Kenesaw Mill & Elevator Company at Kenesaw, Neb.

The Farmers Union Grain Company of Lincoln, Neb., has increased its capital stock.

The Larabee Elevators at Ashland and Acres, Kan., have been leased by F. M. Mead.

The Kansas Flour Mills Company has completed a 15,000-bushel elevator at Clements, Kan.

The grain elevator at Lucas, Kan., has been leased by the H. D. Lee Flour Mills Company.

Phil Clark succeeds Paul Lehman as manager of the Fortuna Elevator Company at Fortuna, Mo.

The elevator of the T. B. Hord Grain Company at Tamora, Neb., has been opened for business.

The elevators at Morland and Hinton, Kan., have been leased by the Rickel Grain Company of Salina.

The Turon Mill & Elevator Company at Turon, Kan., has been taken over by J. R. Reed & Sons.

The Allin Grain Company has bought the interest of the Wilson Elevator Company at Coffeyville, Kan.

The Kansas Flour Mills Company's 15,000-bushel elevator at Cottonwood Falls, Kan., has been completed.

The elevator at La Due, Mo., formerly operated by the W. H. Hurley Grain Company has been dismantled.

Jesse H. Baston and others have incorporated at Blue Springs, Neb., as the Blue Springs Elevator Company.

A new elevator is to be erected at St. James, Mo., for the St. James Farmers Exchange, adjoining its present plant.

Mr. Baker of Redding, Mo., succeeds J. C. Lutes as manager of the Iowa Missouri Grain Elevator at Grant City, Mo.

The elevator and property of the Madison Grain Company at Madison, Neb., has been bought by the T. B. Hord Company.

The interest of B. Koehler in the Milligan Grain Company of Milligan, Neb., has been sold to the Barstow Grain Company of Lincoln.

The Highland Grain Company of Cairo, Neb., is under the management of H. C. Perkins. He will buy grain, livestock and coal.

A new cup belt loading spout is being installed by the Cummings Grain Company of Cummings, Kan., and the house is being re-roofed.

The elevator of the Farmers Co-operative Association at Fairmont, Neb., has been rebuilt and new grain dumps have been installed.

The elevator of the C. C. Isley Lumber Company at Jetmore, Kan., has been remodeled and the capacity increased to 16,000 bushels.

The grain elevator at Carl Junction, Mo., has been rented by D. M. Bigler and T. B. Milton who will install machinery for feed grinding.

The grain, hay and coal business at Junction City, Kan., formerly conducted by F. S. Mayden has been bought by R. H. Christensen.

The elevator of the Farmers Elevator Company at Kissinger, Mo., has been overhauled and improved preparatory to operations this fall.

The elevator at Norcat, Kan., which was formerly operated by a farmers company, has been bought by the Peerless Flour Mills Company.

The grain elevators at Holyrood, Hutchinson and Beaver, Kan., with a capacity of 50,000 bushels have been leased by the J. E. Weber Grain Company.

Marion Christopher's new elevator at Warrensburg, Mo., is about completed and will be used by the Warrensburg Livestock Shipping Association.

The Norris Grain Company recently bought the physical assets and business of the Federal Grain Company of Kansas City, including the lease of

the Murray Elevator in North Kansas City, with total storage capacity of 1,500,000 bushels. The Federal company has liquidated its assets.

George Medlock is now manager of the elevator of the Farmers Cooperative Association at Mayetta, Kan. He formerly managed an elevator at Larkinsburg.

G. A. Chapin & Son have bought the property of the Belleville Mill & Elevator Company at Belleville, Kan., formerly owned by S. D. Smith and G. A. Chapin & Son.

H. L. Perry succeeds H. F. Austin as manager of the Shannon Grain Company's elevator at Waco, Neb., which they recently bought from the Austin Grain Company.

A large warehouse and elevator are to be erected at Springfield, Mo., by the recently organized Mead-Patterson Grain & Feed Company of Springfield, and Fort Scott, Kan.

The Broadway Milling Company of Columbia, Mo., is building a 32,000-bushel grain storage and feed house. The company recently increased its capital stock from \$25,000 to \$75,000.

Operations here started recently in the La Monte Milling & Grain Company of La Monte, Mo., after the plant had been closed down for a period during which extensive repairs were made.

The Exchange Elevator at St. Louis has been bought by the Luehrmann Milling & Grain Company and will be operated as regular under the rules of the Merchants Exchange.

In August the elevator of the Dalton Trading Company, Dalton, Neb., was reopened by the Nebraska Wheat Growers Association. The elevator has a capacity of 90,000 bushels.

The grain elevator at Carl Junction, Mo., has been rented by T. B. Milton and D. M. Bigler who have taken charge of the business. Machinery for grinding grain into feed will be installed.

The business of the Gorvin Feed & Grain Company at Wichita, Kan., which was bought recently by the Griswold-Shaft Hay & Grain Company is now operated as the Arkansas Valley Feed & Grain Company with W. W. Wallis in charge as

manager. The business of the Griswold-Shaft Hay & Grain Company will continue separate as heretofore.

The Douglas County Co-operative Association of Baldwin, Kan., whose elevator burned a short time ago, has bought the elevator of Jardon & Co., at that point.

The elevator property at Arcadia, Neb., which has been leased to the Farmers Elevator Company for three years is to be operated again by the Bars-town Grain Company of Lincoln, Neb.

The recently incorporated Alma Co-operative Equity Exchange at Alma, Neb., has bought the Nye-Schneider-Jenks Elevator at Alma, and leased the elevator at Everson (Huntley, p. o.).

Capitalized at \$10,000, the Farmers Feed & Grain Company has been incorporated at Imperial (Kimmiswick p. o.), Mo. J. H. White, J. Kassel, C. H. Eddinger and J. F. Bender are interested.

The recently incorporated Collingwood-Moore Grain Company of Hutchinson, Kan., will operate a chain of elevators along the Santa Fe and Rock Island Railroads and a terminal elevator at Hutchinson.

The Elwood Elevator at St. Joseph, Mo., is now in operation as a public warehouse under Kansas supervision, with N. K. Thomas as Kansas State Registrar. The H. H. Savage Grain Company is the lessee of the house.

John Weightman has left the Golden Belt Elevator at Topeka, Kan., of which he was manager and has entered the employ of the Blair Elevator Company of Topeka. He is succeeded as superintendent of the Golden Belt Elevator by Lester Thomas.

The old Caywood Elevator at Clifton, Kan., has been bought by the Morrison Grain Company of Kansas City and is being operated with J. F. Blackman manager. The elevator was the property of the defunct Associated Mill & Elevator Company.

The modern elevator at Balta, Kan., of the Russell Milling Company has been put into operation. The elevator is of reinforced concrete construction and replaces the one which burned several months ago. The Jones-Hettelsater Construction Company had the contract.

bushels corn and 341 bushels barley at the time of the fire.

Columbus, Ohio.—Fire on September 5 destroyed the two warehouses of Douglas & Dellinger, hay dealers, causing a loss of more than \$6,600.

Valley View, Texas.—Lightning struck the elevator operated by the Whalen Mill & Elevator Company on August 8 inflicting serious damage.

Ollie, Mont.—Fire destroyed the Occident Elevator with 15,000 bushels grain and a large quantity of coal. The loss amounted to \$15,000.

Cincinnati, near Binghamton, N. Y.—The feed mill, creamery and several other buildings here burned on September 5 with a loss of \$200,000.

Ryan, Iowa.—Fire destroyed on August 16 the elevator owned by the Ryan Co-operative Shipping Association. The fire resulted from lightning.

Louisville, Ky.—Fire on August 1 destroyed the feed store of Robert D. Riedling with a loss of \$20,000 on building, feed and grinding machinery.

Walshville, Ill.—On August 6, lightning struck the elevator of the Walshville Farmers Grain Company & Livestock Company and did slight damage.

Dayton, Ohio.—The grain elevator of V. E. Herter Company was damaged by fire with a loss of between \$12,000 and \$15,000. The fire was caused by lightning.

Woodlawn, near Lincoln, Neb.—Fire destroyed the elevator here on September 8 with a loss of \$8,000. Considerable grain and all of the machinery were destroyed.

Stone Bluff, Ind.—The steam power elevator of the Jones Bros. was slightly damaged by fire, the primary cause of which was an improperly designed cob house.

Sioux City, Iowa.—Slight damage was done to the building occupied by the Acme Hay & Feed Company when electric wires were short circuited and started a fire.

Mullica Hill, N. J.—Fire destroyed with a loss of \$35,000, the large warehouse of the Heritage Bros., feed, grain, coal and lumber merchants. The fire was of incendiary origin.

Brown City, Mich.—The buildings of the Eureka Milling & Elevator Company burned on August 25 with a loss of \$60,000. The fire started in the basement, of unknown origin.

Knoxville, Tenn.—Fire broke out in the grain elevator of J. Allen Smith & Co., but was checked by the quick action of sprinkler system before very serious damage was done.

San Antonio, Texas.—The warehouse of H. Miller, grain and feed dealer, was damaged by fire to the extent of \$40,000. About 40,000 bales of hay were also damaged by fire.

Frisco, Texas.—Fire destroyed on July 31 the elevator of the Roach Grain & Elevator Company with a loss of \$40,000. The contents included 4,000 bushels oats and 4,000 bushels wheat.

Rockford, Ill.—Fire on August 7, destroyed the one-story warehouse of the A. L. Bartlett Flour & Feed Company. Sparks from a locomotive caused the fire. The loss amounted to \$3,000.

Chicago, Ill.—Two buildings containing 125,000 bushels of wheat and flour, were destroyed by fire which swept the plant of the Advanced Malt Products Company, with a loss of \$350,000.

Stephensport, Ky.—Fire on August 16 destroyed the Stephensport Mill & Grain Elevator, the property of R. L. Redmon. The property was valued at \$20,000, and was partly covered by insurance.

Kemp (Kempton p. o.), Ohio.—On August 20 the grain elevator here was almost totally destroyed by fire. The elevator was owned and operated by J. B. Peters. The loss amounted to \$15,000; insurance, \$8,000 on building.

Copemish, Mich.—Fire which almost totally destroyed the concrete block and frame, gasoline power elevator operated by the Copemish Bean & Grain Company on August 19 probably originated from some machinery hazard.

Flushing, Mich.—On August 17 the elevator operated by the Flushing Elevator Company was slightly damaged by fire which originated in the engine room and was caused by a hot box on a line shaft. Water barrels and chemical engine extinguished the blaze.

FIRES—CASUALTIES

Nashua, Mont.—The Occident Elevator was completely destroyed by fire of unknown origin.

Kilkenny, Minn.—On August 25 the elevator of R. G. Murphy was totally destroyed by fire.

Anamoose, N. D.—Lightning did slight damage to the elevator of Martin Hubbou on July 20.

Wolcottville, Ind.—Fire on August 6 destroyed the Riverside Feed Mill with a loss of \$10,000.

Plainville, Kan.—The line elevator operated by Tyler & Co. was damaged by fire on August 31.

Sacramento, Neb.—Fire on August 31 destroyed the Farmers Elevator with a loss of nearly \$16,000.

Edgeley, N. D.—Lightning struck the Powers Elevator and completely destroyed it, on August 12.

McKinney, Texas.—Fire destroyed on July 31 the Frisco Elevators near here with 25,000 bushels of grain.

Charlestown, Ill.—On August 20, the elevator operated by the Whalen Bros. was totally destroyed by fire.

Weston, Ill.—Lightning struck the elevator operated by the Weston Grain Company and did slight damage.

Emmett, Mich.—On August 23, the warehouse of the Emmett Elevator Company was totally destroyed by fire.

Goodwin (Sardis p. o.), Ohio.—On August 19, the elevator of John Wickenhisser was totally destroyed by fire.

Frederick, Okla.—The elevator operated by Calvert & Abercrombie was seriously damaged by fire on September 1.

Sykeston, N. D.—Slight damage was done to the elevator of the Occident Elevator Company on August 6 by fire.

Valley View, Texas.—On August 14 the elevator operated by the Alliance Milling Company was totally destroyed by fire.

Eden Valley, Minn.—On August 25 lightning slightly damaged the elevator operated by the Broker Lumber Company.

Basalt, Idaho.—The warehouse of the Vollmer-Clearwater Company, Ltd., was very seriously damaged by fire on August 25.

Findlay (Yantisville P. O.), Ill.—The building occupied by the Findlay Feed & Grain Company owned by Kelley and Leslie Durbin of Taylorville,

was burned, together with a quantity of hay and feed. The loss amounted to \$3,000; the insurance on stock was \$925.

Cape Girardeau, Mo.—The line elevator of the Cape County Milling Company was slightly damaged by fire on August 27.

Barrett, Minn.—The Barrett Grain Company's elevator was destroyed by fire on August 10. The origin of the fire is unknown.

Havana, Ill.—On August 18, the elevator of McFadden & Co. was slightly damaged by fire which was caused by a defective chimney.

Sargent, Neb.—The Currie Elevator burned with a considerable quantity of corn. The insurance carried on the house was \$6,000.

Big Stone City, S. D.—Fire on September 4, destroyed the elevator owned by Gold & Co. The loss included 15,000 bushels of grain.

Charlestown, Mass.—The building occupied by the Brennan Grain Company was damaged by fire on August 13 with a loss of \$15,000.

Fairview, Kan.—Spontaneous combustion in coal stored in the Farmers Elevator Company's premises, caused a slight damage loss during July.

Thunder Hawk, S. D.—Lightning caused the fire in the Columbia Elevator on August 5 which completely destroyed the house and 9,000 bushels of grain in the elevator at the time.

Delmont, S. D.—The Truax Elevator here, owned by A. A. Truax, was destroyed with contents. The elevator had a capacity of 30,000 bushels, and contained 1,700 bushels wheat, 1,300 bushels oats, 265

OBITUARY

ANDERSON.—Samuel Anderson died at Hammononton, N. J., aged 65 years. He was in the grain, flour and feed business there for 30 years, starting in with his brother. His widow survives him.

BELEW.—Levi G. Belew of Pilot Point, Texas, died from injuries received in an automobile accident on August 11. He was one of the organizers

of the Texas Grain Dealers Association and was in the grain business at Pilot Point. Mr. Belew had been an officer or a member of some standing committee in the Association from the time it was organized.

BRYANT.—John J. Bryant, former director of the Chicago Board of Trade, died recently at a

sanitarium after a long illness. Mr. Bryant retired from active business in 1906 when he was senior member of the firm of Bryant & Co., grain brokers at Chicago, Ill.

BOOKER.—Wilbur B. Booker, prominent grain dealer of Danbury, Iowa, died at his home in Sioux City, Iowa, recently. He was until 1912 at the head of the Booker Grain Company of Danbury.

FURLONG.—John S. Furlong for years in charge of the hay weighing department of the Chamber of Commerce, Cincinnati, Ohio, died recently at his home there.

GRAVES.—P. H. Graves died recently at Seneca, Ill. For over 40 years he had been in the grain business in La Salle County, and for the past nine years was mayor of Seneca.

HOYT.—Charles W. Hoyt, formerly in the grain business at Emporia, Kan., died recently.

LOW.—Anson Low, formerly in the grain business at Havana, Ill., died recently at Los Angeles.

M'PHERSON.—Thomas B. McPherson, at one time connected with the Omaha Elevator Company, died recently at his home in Thurmont, Md.

MORRISON.—B. E. Morrison died recently at Salem, Ill., where he had for years been in the feed and seed business.

NUNN.—Harry C. Nunn died on August 12 from apoplexy. He was well known in the local grain trade at Kansas City and for years was chief grain inspector for the State of Missouri. Later he was associated with the Hall-Baker Grain Company as superintendent of its Kansas City Elevator and then organized the Associated Mill & Elevator Company.

POWELL.—Samuel Powell, manager of the Chicago Board of Trade Clearing House for 39 years, died at the hospital in Highland Park, Ill., after a brief illness. He was 78 years.

PRINZ.—Faustin Prinz, well known mill machinery man and one of the founders of the Prinz & Rau Manufacturing Company, of Milwaukee, Wis., died recently, aged 72 years.

STRONG.—Sylvester Strong died at his home in Pacific Grove, Calif., on August 5. He was at one time prominent in the grain trade in Minneapolis, going there in 1883 from Milwaukee where he had been in the grain business with Gee & Freeman. In 1884 he formed a partnership with Harry Miller as Strong & Miller. This was dissolved in 1896 and he went into business for himself as the S. Strong Company and the Citizens Elevator Company. He sold out in 1901 and moved to California. His widow and two children survive him.

Congress convenes. Definite findings on all the most pressing transportation problems are promised by June 1, 1924, before the national presidential nominating conventions meet.

Proposals to exclude increases in land values from the Interstate Commerce Commission valuation of the railroads will be submitted to Congress as soon as it convenes in December, Dr. Friday believes. The urgent transportation questions before this country, according to Dr. Friday, are: the Interstate Commerce Commission valuation, freight rates, the public idea of "watered stock" and Government ownership.

These problems have been divided into seven subjects for research and work is being pushed on these now by the statistical organizations built up by the Research Council during the summer. The research staff is taking all the available material and subjecting it to an impartial analysis. Wherever there is a gap in the information in the way of missing figures or of one-sided presentation of the facts, the Research Council is making independent investigations to complete the record. Much of the material being examined has not previously been brought together and analyzed.

The seven subjects into which the immediate work of the Council is divided are:

1. Study of railway rates with reference to amount invested in roads.
2. Effect of transportation costs on prices, especially of farm products.
3. Distribution of freight charges among the various industries.
4. Effect of freight rates on the geographical distribution of industry and agriculture.
5. Relative efficiency of privately owned and Government owned roads.
6. Relation of investment in railroad securities to value of property.
7. Analysis of Interstate Commerce Commission's valuation of roads.

"A thorough study of railway rates and railway service as measured in revenue ton miles, passenger miles and tons carried is a prerequisite to understanding the transportation question," according to the announcement. Dr. Friday points out that the railroads in 1890 hauled nine tons one mile for each dollar invested in the railroads, and in 1920 made a record of 20 tons for each dollar of railroad investment. Revenue required per ton mile to pay a 6 per cent return on the investment has decreased from 6.10 mills to 2.90 mills, according to Dr. Friday, but maintenance and replacement costs have gone up from 3.50 mills per ton mile in 1890 to 5.60 mills per ton mile in 1920.

It is growing increasingly necessary for the public to have before it a clear presentation of all the facts about Government ownership, the statement declares.

"Foreign experience, especially in Germany and South America, should be thoroughly examined. There is much material on this subject but it has never been gotten together and subjected to critical examination. Very little of it is available to the ordinary reader. The institute owes it to the public to interpret these facts and place them at the disposal of the people. The investigation must also concern itself with our own experience during the period of Federal control.

"A thorough impartial investigation of the relations of stocks and bonds outstanding to the investment in railroad properties is necessary.

"The Research Council will analyze the findings of the Interstate Commerce Commission on those railroads on which valuation has been made. The Council will determine (a) what amounts were included in such valuation for lands which were donated to the companies (b) the value of the land which the companies purchased (c) the original cost of the purchased land.

"The public then would have definite information as to the probable amount invested in this whole controversy over land valuation," the announcement states. "The people might compare the figures with the increase in value of farm lands during the past 20 years and with the increase in value of city real estate."

Chairman of the Research Council is Edgar Clark, former chairman of the Interstate Commerce Commission. Sydney Anderson is vice-chairman of the Research Council, Congressman from Minnesota and president of the Wheat Council of the United States. Board of Directors of the Research Council includes E. T. Meredith, publisher of *Successful Farming* and Secretary of Agriculture in President Wilson's cabinet; Herbert Houston, former editor of *La Revista del Mundo*, the Spanish edition of *World's Work*, and member of many international economic bodies; and John F. Stevens, one of the foremost engineers and railroad builders in the world and original engineer in charge of the construction of the Panama Canal. After retiring as chief engineer of the Panama Canal, Mr. Stevens was chairman of the Isthmian Canal Commission in the spring of 1907 until he took charge of operations as vice-president of the New York, New Haven & Hartford Railroad. He was head of the American Railway mission to Russia in 1917 and was president of the Allied Technical Commission.

TRANSPORTATION

MINUS THE WIND

The radical politicians deal largely in wind when they discuss railroad rates. E. M. Westervelt, of the Burlington Railroad, at a farm bureau meeting in South Dakota discussed them without the wind.

The Department of Agriculture stated lately that the total value of all our farm products last year was \$14,000,000,000, or \$2,000,000,000 more than total value in 1921. Says Mr. Westervelt: "Now the total freight charge paid on all farm products in 1922 was less than \$600,000,000, so that the increase alone in the value of what farmers raised in 1922 over the value in 1921 was more than three times the total freight charges paid on those products."

INCREASE IN LAKE RATES

The Great Lakes Transit Corporation has published tariff effective September 10, increasing by 2 cents per hundred pounds lake and rail rates on flour, grain products, grain and grain screenings in sacks, and grain by-products both Domestic and Export, from Chicago and Milwaukee to New York and other eastern basing points. This proposed increase in rates will reduce the differential between all-rail and lake from 4 to 2 cents per hundred pounds.

The carrier contends that a loss of \$32,409.92 was suffered in 1922 on Lake Michigan operations. On westbound movement the revenue was \$5.38; on eastbound it was \$2.17. 98.7 of the eastbound movement was flour and grain products. We are informed that unless additional revenue can be secured on the grain product movement it will be necessary to abandon the service. However, a petition will be filed with the Interstate Commerce Commission asking for suspension of the tariff pending a hearing.

ANOTHER INVESTIGATION FOR THE DOMINION

President Maharg, of the Saskatchewan Grain Growers' Association, has asked the Government to conduct a probe into the handling of grain at the port of Montreal, where he says the charges are excessive. The Montreal *Standard* supports the request, adding that the operations of the Board of Harbor Commissioners have resulted in enormous profits. It says grain costs twice as much to handle at Montreal as it should; that the policy should be to have the port operated as low as possible in order to compete successfully with the American ports, and that the cost of handling at Montreal is 75 cents a ton, for which sum grain can be transported from the upper end of Lake Superior to the lower end of Lake Erie. "Statements such as these," says the *Standard*, "by men holding good executive positions in our grain producing provinces, coupled with the testimony given during the past winter as regards the unduly high freight rates charged by the inland steamship companies for the transportation of grain, plus other abuses, the cost of which must be paid for by the producers, who claim that at existing prices grain cannot be grown at a profit, is certain to increase the existing dissatisfaction and prevent a settlement of our vacant lands, the tilling of which is essential for production of freight for our railways."

The Department of Marine states that port charges are practically the same today as before

the war, but makes no comment on the charges as to the rates charged by the Montreal Harbor Commissioners.

CANADIAN LAW CAUSES TROUBLE

The situation with regard to the carriage of grain on the lakes is still unsettled. It is stated that no charters have yet been made, while normally about 10,000,000 bushel space would have been contracted for at this time of year. Exporters admit conditions are menacing for getting Canadian grain to the seaboard, except by Vancouver. The American owners still insist that they cannot operate under the law which requires owners to make a rate for transportation which will cover demurrage charges and which prohibits brokers from indicating where insurance shall be placed when cargo space is contracted.

VANCOUVER MADE A "TERMINAL"

The Canadian Government has announced that Vancouver has been made a "terminal." This is a technical matter connected with the grain trade and means that the new elevators in the port become terminal elevators entitled to weigh and classify grain and issue certificates to that effect for trading purposes. The port of Montreal technically is not a "terminal," the terminals for that port being at the elevators at Port Arthur and Fort William at the Head of the Lakes. The new order raising Vancouver to the position of a terminal means that all western grain going through the elevators there for export via the Panama Canal will be inspected, graded, and weighed there, so that all export grain sent via Vancouver can be traded with on the Vancouver terminal elevator certificates, under Government supervision. Last year Vancouver exported about 20,000,000 bushels of grain, and expects to export at least 40,000,000 this year.

INSTITUTE STUDIES RAILROAD LEGISLATION PROPOSALS

A bright new light on transportation, a light that will shine into the minds of all the people of the United States, is promised to be ready early this winter. New facts on transportation, new correlations of facts, are now being collected, analyzed and reduced to plain statements that can be understood by everybody, it is announced by the Research Council of the National Transportation Institute, at headquarters of the Institute in Chicago.

The Research Council intends to make this subject of the nation's transportation so plain that it can be understood clearly in its broader aspects by every voter. Need for such an understanding is urgent, it is stated by Dr. David Friday, director of the Research Council, because Congress this winter will face demands for railroad legislation and because a demand for Government ownership is likely, he declares, to be the central issue of the presidential campaign of 1924.

In preparation for these vital decisions concerning transportation that the people of this country will be called on to consider within the next nine months the Research Council is working on a program to turn a clear searchlight on this subject by the time Congress meets in December. First will be preliminary reports available for members of Congress and the public by December 1, when

RECEIPTS AND SHIPMENTS

Following are the receipts and shipments of grain, etc., at the leading terminal markets in the United States for August:

BALTIMORE—Reported by James B. Hessong, secretary of the Chamber of Commerce:

Receipts		Shipments	
1923	1922	1923	1922
Wheat, bus...	2,048,924	6,354,085	1,454,783
Corn, bus...	47,773	1,159,883	.....
Oats, bus...	104,409	547,461	.....
Barley, bus...	.....	24,712	.....
Rye, bus...	67,820	2,375,183	8,571
Malt, bus...	7,020	40,028	1,317
Buckwht, bus...	.....	12	.....
Straw, tons...	69	236	.....
Millfeed, tons	1,659	1,837	.....
Hay, tons...	1,140	1,960	.....

CAIRO—Reported by M. C. Culp, chief grain inspector and weighmaster of the Board of Trade:

Receipts		Shipments	
1923	1922	1923	1922
Wheat, bus...	330,912	249,490	268,986
Corn, bus...	54,202	399,686	59,517
Oats, bus...	1,724,556	2,022,027	1,468,746
Rye, bus...	14,214	.....	13,821

CHICAGO—Reported by J. J. Fones, secretary of the Board of Trade:

Receipts		Shipments	
1923	1922	1923	1922
Wheat, bus...	22,210,000	16,574,000	7,694,000
Corn, bus...	9,358,000	10,159,000	4,481,000
Oats, bus...	9,943,000	10,533,000	5,455,000
Barley, bus...	1,222,000	1,205,000	393,000
Rye, bus...	360,000	1,068,000	116,000
Timothy Seed, lbs.	5,386,000	8,967,000	2,427,000
Clover Seed, lbs.	272,000	997,000	202,000
Other Grass Seed, lbs.	2,086,000	3,738,000	631,000
Flax Seed, bus.	24,000	14,000	1,000
Hay, tons...	6,858	12,262	952
Flour, bbls...	863,000	1,323,000	673,000

CINCINNATI—Reported by D. J. Schuh, executive secretary of the Cincinnati Grain & Hay Exchange:

Receipts		Shipments	
1923	1922	1923	1922
Wheat, bus...	1,195,200	341,000	510,000
Corn, bus...	290,400	468,000	145,000
Oats, bus...	544,000	496,000	196,000
Barley, bus...	7,800	6,500	.....
Rye, bus...	69,600	61,200	15,600
Hay, tons...	3,949	.....	30,000

DULUTH—Reported by Chas. F. MacDonald, secretary of the Board of Trade:

Receipts		Shipments	
1923	1922	1923	1922
Wheat, bus...	3,410,815	3,265,599	3,775,731
Corn, bus...	21,681	484,290	32,000
Oats, bus...	110,300	194,651	45,693
Barley, bus...	432,254	632,087	212,679
Rye, bus...	1,401,033	10,228,347	1,906,314
Flax Seed, bus.	225,360	54,183	186,196
Flour, bbls...	.....	530,775	.....

FORT WILLIAM, ONT.—Reported by E. A. Ursell, statistician of the Board of Grain Commissioners:

Receipts		Shipments	
1923	1922	1923	1922
Wheat, bus...	2,035,188	3,680,664	5,468,412
Corn, bus...	3,111	3,097	3,111
Oats, bus...	896,068	834,238	2,137,844
Barley, bus...	419,319	468,698	2,561,221
Rye, bus...	551,524	1,382,242	1,649,104
Flax Seed, bus.	28,120	72,005	105,298

INDIANAPOLIS—Reported by Wm. H. Howard, secretary of the Board of Trade:

Receipts		Shipments	
1923	1922	1923	1922
Wheat, bus...	2,126,000	791,000	484,000
Corn, bus...	1,064,000	1,300,600	836,000
Oats, bus...	2,122,000	1,542,000	1,704,000
Rye, bus...	110,000	190,000	99,000
Flour, bbls...	41,222	48,951	.....

KANSAS CITY—Reported by E. D. Bigelow, secretary of the Board of Trade:

Receipts		Shipments	
1923	1922	1923	1922
Wheat, bus...	12,313,350	11,635,650	3,441,150
Corn, bus...	1,077,500	901,250	565,000
Oats, bus...	1,892,100	664,700	246,000
Barley, bus...	265,500	93,000	126,100
Rye, bus...	34,100	62,700	14,300
Bran, tons...	3,200	4,480	19,480
Kaffir Corn, bus.	35,200	83,600	113,000
Hay, tons...	21,672	21,624	4,460
Flour, bbls...	90,675	123,175	579,150

LOS ANGELES—Reported by M. D. Thiebaud, secretary of the Los Angeles Grain Exchange:

Receipts		Shipments	
1923	1922	1923	1922
Wheat, car-loads	347	349	.....
Corn, carloads	144	187	.....
Oats, carloads	17	23	.....
Barley, car-loads	191	181	.....
Rye, carloads	1	.....	.....
Kaffir Corn, carloads	4	7	.....
Flour, car-loads	155	148	.....

MINNEAPOLIS—Reported by G. W. Maschke, statistician of the Chamber of Commerce:

Receipts		Shipments	
1923	1922	1923	1922
Wheat, bus...	10,930,850	11,224,670	4,545,810
Corn, bus...	449,490	455,360	243,960
Oats, bus...	3,802,270	4,155,060	1,778,020
Barley, bus...	1,941,030	1,224,130	1,378,820
Rye, bus...	1,499,960	1,744,190	130,740
Flax Seed, bus.	1,019,110	317,360	71,430
Hay, tons...	1,820	1,947	160
Flour, bbls...	121,885	73,648	1,442,549

MONTREAL—Reported by J. Stanley Cook, secretary of the Board of Trade:

Receipts		Shipments	
1923	1922	1923	1922
Wheat, bus...	11,238,619	12,769,112	11,879,767
Corn, bus...	231,214	6,143,184	62,903
Oats, bus...	2,360,817	1,469,247	1,221,877
Barley, bus...	1,612,983	1,028,898	1,533,355
Rye, bus...	1,418,951	1,631,702	1,118,812
Flax Seed, bus.	11,000	105,785	.....
Hay, tons...	47,552	57,145	20,133
Flour, bbls...	328,663	631,641	408,739

MILWAUKEE—Reported by H. A. Plumb, secretary of the Chamber of Commerce:

Receipts		Shipments	
1923	1922	1923	1922
Wheat, bus...	257,600	510,420	115,325
Corn, bus...	1,246,160	897,045	818,465
Oats, bus...	3,399,000	1,678,140	2,202,525
Barley, bus...	872,160	811,700	179,820
Rye, bus...	127,350	262,630	58,560
Timothy Seed, bus.	120,343	144,238	1,101,429
Clover Seed, lbs.	42,518	197,785	855,841
Malt, bus...	36,100	89,200	494,000
Flax Seed, bus.	35,750	7,190	633
Feed, tons...	10,620	10,865	19,950
Hay, tons...	672	961	504
Flour, bbls...	274,060	286,280	49,950

NEW ORLEANS—Reported by S. B. Fears, chief grain inspector and weighmaster of the Board of Trade, Ltd.:

Receipts		Shipments	
1923	1922	1923	1922
Wheat, bus...	2,066,173	6,269,348
Corn, bus...	190,588	1,085,976
Oats, bus...	28,570	46,950

NEW YORK CITY—Reported by H. Heinzer, statistician of the Produce Exchange:

Receipts		Shipments	
1923	1922	1923	1922
Wheat, bus...	2,232,617	7,602,000	1,605,000
Corn, bus...	448,100	3,109,200	.....
Oats, bus...	838,000	2,157,000	10,000
Barley, bus...	617,000	479,600	588,000
Rye, bus...	1,100,500	1,265,600	1,277,000
Timothy Seed & Clover Seed, bags	250	.....	371
Flax Seed, bus.	997,000	737,000	.....
Hay, tons...	6,504	8,431	7,290
Flour, bbls...	628,920	688,400	414,000

OMAHA—Reported by F. P. Manchester, secretary of the Omaha Grain Exchange:

Receipts		Shipments	
1923	1922	1923	1922
Wheat, bus...	2,909,200	5,082,000	1,313,200
Corn, bus...	1,873,200	2,703,400	1,500,800
Oats, bus...	2,876,000	1,258,000	2,354,000
Barley, bus...	150,400	263,200	38,400
Rye, bus...	145,600	52,800	95,200

PEORIA—Reported by John R. Lofgren, secretary of the Board of Trade:

Receipts		Shipments	
1923	1922	1923	1922
Wheat, bus...	657,750	1,310,450	444,100
Corn, bus...	1,860,150	1,730,550	1,532,750
Oats, bus...	1,618,600	1,379,200	1,515,500
Barley, bus...	47,600	32,200	49,000
Rye, bus...	7,200	28,800	12,000
Mill Feed, tons	29,480	15,790	23,840
Hay, tons...	4,700	5,750	120
Flour, bbls...	145,000	199,700	138,400

PHILADELPHIA—Reported by A. B. Clemmer, secretary of the Commercial Exchange:

Receipts		Shipments	
1923	1922	1923	1922
Wheat, bus...	2,432,734	5,443,602	602,722
Corn, bus...	59,105	476,295	.....
Oats, bus...	121,118	344,563	.....
Barley, bus...	1,490	4,237	.....
Rye, bus...	5,041	162,909	.....
Timothy Seed, bags	1,600	2,200	.....
Clover Seed, bags	800	200	.....
Flax Seed, bus.	27,500	26,250	.....
Hay, tons...	2,652	6,360	.....
Flour, bbls...	273,464	318,195	44,416

ST. LOUIS—Reported by Eugene Smith, secretary of the Merchants Exchange:

Receipts		Shipments	
1923	1922	1923	1922
Wheat, bus...	5,833,912	7,058,479	4,398,235
Corn, bus...	2,581,800	2,568,800	1,987,155
Oats, bus...	3,434,000	2,580,000	2,733,290
Barley, bus...	121,600	59,200	35,250
Rye, bus...	107,925	49,824	59,520
Kaffir Corn, bus.	14,400	12,000	12,230
Hay, tons...	8,004	11,285	3,755
Flour, bbls...	445,590	428,280	564,290

SAN FRANCISCO—Reported by H. C. Bunker, chief inspector of the Chamber of Commerce:

Receipts		Shipments	
1923	1922	1923	1922
Wheat, tons...	5,668	7,980	.....
Corn, tons...	853	2,686	.....
Oats, tons...	515	1,073	.....
Barley, tons...	65,141	51,716	.....
Bran, tons...	100	427	.....
Beans, sacks...	53,386	31,928	.....
Hay, tons...	10,771	7,722	.....

SUPERIOR—Reported by E. W. Fiedler, chairman of the Grain and Warehouse Commission:

Receipts		Shipments	
1923	1922	1923	1922
Wheat, bus...	1,953,724	2,220,644	1,846,724
Corn, bus...	26,831	172,269	32,000
Oats, bus...	129,237	285,246	54,161
Barley, bus...	474,299	661,453	125,000
Rye, bus...	1,014,128	6,520,658	272,869
Bonded Wheat, bus.	49,247	136,625	30,313
Bonded Rye, bus...	25,158	3,708	40,049
Bonded Barley, bus.	.....	.....	21,003
Flax Seed, bus.	81,706	47,808	12,228

TOLEDO—Reported by A. Gassaway, secretary of the Produce Exchange:

Receipts		Shipments	
1923	1922	1923	1922
Wheat, bus...	2,223,300	974,400	190,807
Corn, bus...	216,250	231,250	107,259
Oats, bus...	891,750	403,768	360,115
Barley, bus...	13,200	2,400	.....
Rye, bus...	39,600	65,800	116,835
Timothy Seed, bags	398	272	3,140
Clover Seed, bags	92	591	3,314
Alsike Seed, bus.	448	960	75

J. D. Smith has started a new seed store at Brampton, Ont., as the Peel Seed House. Mr. Smith was formerly superintendent of the seed and weed branch of the Department of Agriculture for the Province of Alberta.

GRAIN TRADE PATENTS

Bearing date of May 15, 1923

Automatic grain weighing and sack filling machine.—Theodore Marc Poumade, Marseille,

HAY, STRAW AND FEED

GOOD DEMAND FOR HAY

Under date of September 10, Albert Miller & Co., of Chicago, say:

Tame hay: All grades continue to meet a ready sale with especially urgent demand for better grades of both Timothy and Mixed hay.

Prairie hay: Good demand for western and south-western for feeding and marsh hay for packing.

Alfalfa: There is a demand for Alfalfa but none arriving.

Straw: Selling readily.

INCREASING RED CLOVER YIELD

The North Carolina Experiment Station has been conducting a series of experiments to find just what will increase the yield of Red Clover hay per acre. As a result it found that 2,000 pounds of limestone with soy beans turned under made 4,640 pounds of Red Clover Hay per acre. With the soy beans cut off the Clover yield was 4,288 pounds. Another test was made where no lime was used but the soy beans turned under, and the yield of Red Clover was 1,680 pounds per acre. In the last test neither soy beans nor lime was used, and the yield per acre resulted in 872 pounds.

WAREHOUSING AT ATLANTA

Effective October 1 the Southern Railway will permit warehousing of hay in transit at Atlanta. This will be to the decided advantage of shippers who consign hay to this market and being unable to find a ready buyer can warehouse their products, provided the same arrives via Southern Railway and moves through such routes as designated by the tariff. This permits substitution and reshipping to points in southeastern and Carolina territory where the rates apply through Atlanta.

A penalty of 3½ cents per hundred is assessed on the outbound tonnage. The cost of warehousing hay in Atlanta varies from \$1 per ton handling charge in and outbound plus 50 cents to \$1 per ton per month warehouse storage.

HAY STANDARDS HELPERS WANTED

An open competitive examination is to be held throughout the United States on September 19 for hay standards helper. It is to fill vacancies in the Bureau of Agricultural Economics, Department of Agriculture, at entrance salaries ranging from \$900 to \$1,200 a year, plus the increase of \$20 a month granted by Congress, and vacancies in positions requiring similar qualifications.

The duties are to assist in the hay standardization laboratory in the separation of hay samples for analysis and to assist in the preparation of display boxes; also to assist in connection with seed standardization.

The examination will consist of spelling, penmanship, clerical tests, arithmetic, and practical questions on handling hay samples in laboratory or for display purposes.

Full information and application blanks may be obtained from the United States Civil Service Commission, Washington, D. C., or the secretary of the Board of United States Civil-Service Examiners at the post office or customhouse in any city.

ADVANCE IN HAY PRICES

During August, hay prices saw a sharp advance, says the United States Department of Agriculture in its monthly review. The average price of No. 1 Timothy at the principal markets advanced from \$22.25 per ton at the beginning of the month to about \$26.25 during the third week of August. During the last week, however, the market weakened materially because of the freer movement of hay and the average price was lowered about 75 cents per ton to \$25.50. At the first of August last year the average price of Timothy was around \$21.50 per ton but declined \$1 during the month to about \$20.50 per ton, or about \$5 below the present price level.

The very light movement of hay to market during the month appears to have been the principal cause of the advance rather than an actual shortage of hay. The quality of the hay marketed was rather low which created an active demand for the limited arrivals of the better grades.

Demand was not of large volume as buyers were purchasing only for their immediate needs. Many buyers were also awaiting a larger movement and lower prices, being unwilling to lay in a large supply at the advanced prices.

Rains over many of the Alfalfa surplus producing sections during the time of cutting and curing have damaged considerable of the Alfalfa hay and receipts of this hay to date at the principal markets have been mostly of low quality. The scarcity of No. 1 and choice grades of Alfalfa, together with an

active demand from the recent drouth area of the Southwest and from other consuming sections of the South and Southeast, advanced prices of No. 1 Alfalfa about \$3.50 per ton during the month and to a level about \$5 above that of September 1 last year.

Prairie prices advanced 50 cents to \$1 per ton principally on the strength in other hays. Many buyers have taken Prairie because of scarcity of Alfalfa and Timothy.

EFFECTIVE USE OF CARRIERS

The National Hay Association is working with the railroads in an endeavor to develop effective cooperation between the shippers and carriers by securing the highest possible service from the present available railroad facilities and equipment, and has issued the following suggestions to its members with the request that they be followed as far as possible:

1. Order according to your loading capacity.—Do not order cars unless you are in a position to load them promptly.

2. Restrict your car orders to today's program.—Do not order more cars from one or more railroads than will meet your actual requirements for the day's shipping program.

3. Do not duplicate car orders.—Where two or more railroads serve your plant, do not duplicate your orders for cars, but figure your requirements from each railroad, so that the total will be equivalent to your total capacity to load.

4. Order your cars according to tonnage.—When ordering cars advise the agents of the railroads the total quantity in tons you have to ship for each destination, so that equipment of the necessary weight or cubic capacity can be furnished.

5. Loading.—In all cases have your shipments prepared and ready for immediate loading on receipt of cars furnished. Place your shipments in the car so as to permit prompt unloading at destination.

(TO BE CONTINUED)

HAY FIRMER IN NEW YORK

BY C. K. TRAPTON

The stronger tendency noted in our last review became more conspicuous early in the past month. This greater buoyancy was largely attributable to influences noted in our last. Receipts continued decidedly insignificant, which was of course a source of surprise and disappointment, not only to distributors and consumers, but also to many receivers. It was the general impression that receipts would become materially heavier late in August, or soon after harvesting was completed.

Because practically all buyers had been holding off so unusually long, having anticipated a decline in cost, it was plainly evident that they had permitted their stocks to run down to an uncommonly low level. This was particularly true in the Brooklyn market, where receipts were especially meagre, partly because of the fact that a large percentage of the hay arriving was via New York Central or river boats. In the judgment of experienced dealers this indicated that a large part of the hay had come from this state. Because of the facts described it was often possible to obtain from \$1 to

\$2 premium in the Brooklyn market. But subsequently this premium disappeared, prices being practically the same in all markets.

It was stated by way of explanation that the limited shipments from the interior had been primarily caused by the unwillingness of farmers or country shippers to accept the so-called low bias sent out from here. In addition it was also averred that farmers and shippers in other states, especially in the West, had been shipping largely to southern markets as the demand in that quarter had been fair, stimulated by the long drouth in that quarter, and consequently it was alleged that bids from the South had been more satisfactory than obtainable in this or other eastern markets.

According to some advices from the interior, farmers had asserted that they had been unwilling to sell excepting in a limited way on the ground that bids were under cost of production, alleging that the cost of labor, etc., was so high as to warrant higher quotations than current here. Therefore they insisted that they were turning attention more to interior markets. This of course is traceable to the fact that the volume of business here is comparatively light, owing to the fact that the number of horses employed here is extremely small, compared with former years when autos were not so plentiful.

Of course the firmer tendency among farmers and shippers was partly attributable to the decrease in production as indicated by the official crop report. Straw has been dull and unsettled but generally steady as a rule especially on choice long No. 1 rye from this state as receipts have been uncommonly meagre.

NEW FEED BRANDS

"UBIKO" stock and poultry foods. The Ubiko Milling Company, Cincinnati, Ohio. Filed June 22, 1922. Serial No. 165,902. Published August 7, 1923.

"AMERICAN HEN" poultry feed. The Quaker Oats Company, Chicago, Ill. Filed January 22, 1923. Serial No. 174,922. Published August 21, 1923.

"GALLEGO" feed, namely bran. Warner, Moore & Co., doing business as Dunlop Mills, Richmond, Va. Filed February 5, 1923. Serial No. 175,582. Published August 7, 1923.

"PFO FEEDS" horse, poultry, hog, and dairy feed. G. Fred Obrecht, doing business as P. Fred Obrecht & Son, Baltimore, Md. Filed February 1, 1923. Serial No. 175,405. Published August 7, 1923.

"URBAN'S" poultry feed. George Urban Milling Company, Buffalo, N. Y. Filed March 12, 1923. Serial No. 177,336. Published August 21, 1923.

"RED FEATHER" poultry feeds. M. C. Peters Mill Company, Omaha, Neb. Filed March 24, 1923. Serial No. 177,991. Published August 21, 1923.

Poultry feeds. M. C. Peters Mill Company, Omaha, Neb. Filed March 24, 1923. Serial No. 177,993. Published August 21, 1923.

"COMICO" stock feed, Alfocorn Milling Company, doing business as Consolidated Mills Company, St. Louis, Mo. Filed March 22, 1923. Serial No. 177,811. Published August 21, 1923.

Prepared stock feed. Arcady Farms Milling Company, Chicago, Ill. Filed March 29, 1923. Serial No. 178,205. Published August 21, 1923.

"SUGAR JACK" livestock feeds. Charles R. Mabee, Chicago, Ill. Filed December 29, 1922. Serial No. 173,971. Published August 21, 1923.

"CRUSADER" stock feed, particularly horse and mule feed. The Ubiko Milling Company, Cincinnati, Ohio. Filed June 22, 1922. Serial No. 165,000. Published August 21, 1923.

"JUST AS GOOD" horse and mule feed, ox feed, hog feed, scratch feed and dairy. John M. Wilson, doing business as Meridian Grain & Elevator Com-

[Continued on page 203]

FIELD SEEDS

OFFICIAL ANALYSTS TO MEET

The annual meeting of the Official Seed Analysts of North America will be held in Cincinnati, Ohio, for either two or three days beginning December 27. This meeting will be held in conjunction with that of the American Association for the Advancement of Science, and it is believed that the program will be interesting and valuable to those who are engaged in investigating seed problems in this country.

DECREASE IN TIMOTHY SEED

Unfavorable weather is responsible, says the United States Department of Agriculture, for the decrease in Timothy seed production this year. The production will be about one-third less than last year. The cold, backward spring followed by drouth resulted in a marked reduction in acreage harvested for seed and a decrease in yield per acre.

Last year's crop exceeded the 1921 crop by about 5 per cent.

ORCHARD GRASS SEED SALES ACTIVE

The United States Department of Agriculture the latter part of August estimated that 50 per cent of the 1923 crop of Orchard Grass had been sold by the growers. In Kentucky and Missouri districts, the Department said, the movement has been somewhat quicker than the belated movement of last year. About one-fourth of the Virginia crop was reported to have left growers hands by the latter part of August. The quality of the crop averages fully as good as, if not slightly better than, that of last year.

DEFEATING THE PURPOSE OF THE LAW

Farmers in many parts of the State of Illinois are selling seed from one to the other without the analysis tag and in so doing, says A. C. Wilson, chief seed inspector for Illinois, are both violating the law, and also defeating the purpose of the law which was enacted for their protection and benefit. They are subject to a fine if evidence is furnished the chief seed analyst. Seed properly recleaned after hulling with the analysis tag on it to show what it contains should be worth more than seed not recleaned or tagged.

REFUND OF IMPORT DUTIES ON REFUSE SEED

The Treasury Department under date of August 22 has given notice to the Counsel of the American Seed Trade Association and the Wholesale Grass Seed Dealers Association of the promulgation of a general order to all collectors of customs directing them to allow refund duties paid on refuse seed which has been cleaned from imported seed under bond as provided by the provisions of the Federal Seed Import Act of August 24, 1912, and the Tariff Act and official regulations thereunder.

The Department has heretofore ruled that there was no authority in the law for these refunds.

SEEDS HIGHER

In their letter of September 8, Southworth & Co., of Toledo, comment on seed conditions as follows:

Clover continues to show strength, ruling strong and higher again this week reaching new high levels. Some profit taking on bulges, but good demand on moderate setback. New crop not filling as well as expected. Some cutting for hay. Serious damage may yet be caused by wet harvest. Dry weather needed now to ripen seed and allow harvesting and hulling. Excessive rains could do considerable damage. Small lots of new Mammoth Clover from Ohio and Illinois on the market this week. The quality was only fair. It contained considerable shrunk and weed seeds. Mammoth makes a larger yield than medium and matures earlier. There was a sharp advance in old prime Clover this week on good cash demand. Also good demand for off grades. Reports from France indicate their Clover crop prospects are not so favorable as they have been. Receipts of Clover this week 117 bags, shipments 1,137.

An Indiana dealer writes—"There has been no new seed threshed down this way so far. The few Mammoth fields that we had did not seem to fill and some were put up for hay. The others are still on the ground and we doubt if they will ever be cut. There are a few fields of Red Clover where the hay was taken off here and the second crop has now been cut for seed. Suppose there will be some threshing next week of these fields, but the acreage is so small that the outcome will not cut very much figure."

Both Alsike and Timothy also strong and higher this week. Good general demand with increased offering on bulges. Some deliveries of Timothy on

September contracts. Receipts Alsike this week 38 bags, shipments 121. Receipts of Timothy 260 bags, shipments 780.

VIRGINIA SEEDSMEN ORGANIZE

On August 22 Virginia seedsmen met at Richmond, Va., and organized the Virginia Seedsmen's Association, with 20 firms as charter members. Most of these had been members of the old association, which has not been active for five years. The following officers were elected: President, W. C. Slate of South Boston; vice-president, N. M. Worley of Lynchburg; secretary, A. C. Diggs, Richmond; treasurer, A. W. Wetsel of Harrisonburg.

Membership dues have been fixed at \$25 per year, and it was decided to meet semi-annually in different parts of the state.

COMMITTEE APPOINTMENTS

C. C. Massie, president of the Northrup, King & Co., of Minneapolis, was appointed chairman of the Committee on Seed Testing and Plant Disease Investigation by President Arthur B. Clark of the American Seed Trade Association. John Hunt, Hugo Teweles, William G. Scarlett, E. T. Robinson, H. M. Kilgore and George S. Green are also members of this committee which will do considerable investigating during the coming year. The committee first of all will study hard seeds in Clovers. Funds to carry on the work have been raised by voluntary subscription from members of the seed trade.

NEW SEED TRADEMARK

The following new seed trademark was recently published in the *Official Gazette* of the United States Patent Office: Seed corn. Otto Philip Tiemann, do-



ing business as Illinois Seed Corn Testing Laboratory, Bloomington, Ill. Filed September 5, 1922. Serial No. 169,904.

IMPORTS OF FORAGE PLANT SEEDS

The Seed Laboratory of the Bureau of Plant Industry reports the following imports of forage plant seeds permitted entry into the United States under the Seed Importation Act:

Kind of Seed	August		July 1, 1923 to Aug. 31, 1923	July 1, 1922 to Aug. 31, 1922
	1923 Pounds	1922 Pounds	1923 Pounds	1922 Pounds
Alfalfa	1,205,300	1,035,800	1,726,000	2,588,900
Alsike clover..	195,900	31,700	195,900	76,000
Crimson clover..	2,511,800	374,700	2,589,700	385,700
Red clover ....	.....	40,800	.....	226,600
White clover ..	24,800	22,300	39,900	101,300
Grass mixtures. ....	.....	100	.....	100
Meadow fescue.	100	.....	100	.....
Broom-corn millet .....	.....	162,000	50,000	315,400
Orchard grass..	200	.....	200	.....
Rape	21,800	50,700	21,800	417,400
Redtop .....	.....	.....	.....	2,200
Eng. ryegrass..	119,000	112,400	154,900	196,400
Italian ryegrass	11,300	77,500	13,300	77,500
Hairy vetch ...	80,500	50,000	135,500	141,900
Spring vetch ..	208,500	65,500	252,300	76,300

The Seed Laboratory of the Bureau of Plant Industry reports the following imports of forage plant seeds not subject to the Seed Importation Act:

Kind of Seed	August		July 1, 1923 to Aug. 31, 1923	July 1, 1922 to Aug. 31, 1922
	1923 Pounds	1922 Pounds	1923 Pounds	1922 Pounds
Bentgrass	15,200	.....	.....	.....
Biennial white-flowered sweet clover	52,800	.....	.....	.....
Chewing fescue ..	27,500	.....	.....	.....
Other fescues..	9,600	.....	.....	.....
Crested dog's-tail	6,500	.....	.....	.....
Yarrow	500	.....	.....	.....

*Mostly from Argentina. **Mostly from France.

GOOD SEED CHEAPEST MEANS OF INCREASING CORN YIELDS

Corn yields can be increased more surely and cheaply by the use of good seed than in any other way, says the United States Department of Agriculture. Unless a community has an experienced and honest corn breeder, the best place for the farmer to get seed corn is from the fields on his farm or in his neighborhood which were planted with a variety that has proved successful in the locality. The time for selecting seed corn in the field is almost here and preparations for handling the seed should soon be under way.

In selecting corn for seed, the ears should be

taken from stalks which yield best in competition with others. Picking the seed corn direct from the field will give the farmer a chance to do this, and also to get ears that are free from disease and hang at a height convenient for husking. Drooping ears which shed rain readily usually will give the best seed, while in the South it is necessary to choose ears that are well protected from insects by a long, tight husk covering.

The same day the seed is gathered it should be hung in a dry, airy place. One of the best ways to cure seed corn is to hang it from the rafters of a barn or open shed, care being taken to see that it is thoroughly dry before there is danger of freezing. After it is well cured, store the corn in a dry place where it will not be damaged by mice, rats, birds, and insects. The corn that produces the best crop is the cheapest in the long run and care in selecting and handling seed corn will be more than repaid by increased yields.

ADVANCE IN TIMOTHY FEATURES MILWAUKEE SEED MARKET

BY C. O. SKINWOOD

One of the most important bits of news in the seed trade for the past month is the decisive advance in the market for Timothy seed according to reports derived from the Courteen Seed Company. The Courteen company says that the Timothy market has gone up in the neighborhood of 1½ cents a pound, or \$1.50 per hundredweight. The developments indicate that there is going to be short crop of Timothy seed this year, the company adds. Probably not more than 70 per cent of a normal yield is the outlook for Timothy at this time and the buyers have gradually come to a full comprehension of this scarcity. The growers in the various western states have also realized fully that the crop is sure to be short and that the seed is worth more, hence many of the farmers are said to be holding off for higher prices.

Iowa, Minnesota, Missouri and the tier of states which are the large producers of Timothy seed, all had adverse weather during the main growing season, the Courteen company says, and all these factors helped to make for a very small yield. And since the crop is now made and the supply is small, a strong market is expected for the year. In fact the eastern demand has already appeared in considerable volume, so that the supplies of the early marketed seed have been picked up readily.

As for Red Clover seed yields, not much can be said at the present time, because it is still too early. Good yields are expected, the company says, both in the British Isles and Continental Europe.

The market for White Clover has firmed up considerably, the Courteen company says, due to a combination of factors all making for a stronger market. The Wisconsin crop of White Clover is reported to be moving very slowly. Many growers are reluctant to sell their White Clover holdings at present prices which range from 32 to 38 cents, and this attitude is expected to make for still higher prices. The good consumptive demand is also noted by the Courteen company as one of the factors helping to make for a higher market for White Clover seed.

There have been an excellent summer demand for Alfalfa according to the Courteen company and this has reduced the stocks of such seeds to a considerable extent. As for the new crop the company says that it is too early to give a clear report on conditions as the crop will not be harvested for a month or six weeks.

The company reports the Alsike crop to be of fair volume, but rather indifferent quality. The values in this line are about unchanged. Canada is also reported as a material factor in the final outcome in the market for this seed.

The Courteen company quotes the following list of prices: Timothy seed is moving around \$7.50 to \$8. The Red Clover seed market is largely nominal with prices ranging from \$19.50 to \$22. Alsike is quoted from \$15 to \$17. The price of Alfalfa ranges from \$18.50 to \$20.50 and White Clover ranges from \$40 to \$45.

The L. Teweles Seed Company reports that the seed market is rather strong and excited and gains have been recorded in a number of lines right on the eve of the new crop when declines often take place in many of the principal seeds.

The Teweles company reports the demand is very good for Timothy seed and this has help to make a strong market which now ranges from \$7.25 to \$7.75 for the choice seed. The crop for the country should be something like 80 per cent of the harvest of last year, the company adds, so that the two factors of small yield, and a good, strong demand are helping to put the market up decisively.

The Red Clover market is also exceptionally strong, according to the Teweles company, the gains in recent weeks being fully \$2 per hundredweight with the price now running up to \$22 for the choice goods. The yield in this country will not be large, the company adds, but the big factor in the market is the huge yields expected in a number of countries in central Europe. France, Austria, Italy and several other countries are said to have extremely large Clover seed yields, and although the quality

of the European seed is scarcely good enough for the American trade, a heavy shipment to the United States is expected.

The huge Clover seed crop of Europe is also likely to come here now, the Teweles company believes because of the extraordinary demand in Europe at present for American dollars. In fact America is now such a fine market for all sorts of goods, it is believed certain that important shipments of seeds will come from Europe this year. It is also said to be possible that this European seed surplus may be large enough to swamp the market and cause big declines in prices.

As for the home supply of Red Clover seed, that is not expected to be too large, the Teweles company adds. The fact that the dry weather has cut down the supply of hay very materially and that many Clover fields ordinarily left for seeds will now be used for hay, makes it probable that the American supply of Red Clover may be cut down to quite an extent.

The White Clover yield is reported by Teweles to be about an average and it is asserted that the market for the seeds has not changed to any great extent in the last 30 days. The farmers are said to be selling their seed liberally, being attracted by the liberal prices paid, which range from 35 to 40 cents a pound. As for the Alfalfa crop for the year, the Teweles company says it is a little too early to tell, but in the whole a good supply of seed is looked for.

The seed market in general is too excited and is fluctuating too much to tell what will be the real condition when the new supply of seed comes in in volume. The present high prices are not likely to hold in some lines, the Teweles company adds, when shipments really come in full volume. The high prices paid for remnants of last year's crop of seeds is no good criterion of the big fall season schedule of seed prices, the company holds.

The North American Seed Company reports that this has been a most unusual summer in the seed trade, the demand for seeds being very large. Buying is said to be at least three times as large as it has been in any former summer. Kentucky is listed as one of the important states where demand has been shown. Wisconsin has been buying seed liberally, the North American company says. In fact the demand has come from so many quarters, that the buying is said to be hard to explain. It is believed that the small hay crop, the late season, and many other factors have caused the farmers to invest in seeds during the summer.

All of this demand for all kinds of seeds accounts for the strong market now prevailing in seeds, the North American company officials believe. In fact buyers who have been up in the Wisconsin districts and tried to buy Clover seeds say that farmers are reluctant to sell. In many cases they refuse to let go of their supplies unless they get more money. This attitude, it is said is making a very bullish tone in the market and the North American company therefore deduces that prices are not likely to come down, even when the bulk of the new seed crop comes in.

As for the menace of the foreign seed crop, the North American says that this seed is often of poor quality and is not the kind of seed which is suited to the American market and American needs. Besides, it is believed that the duty of 4 cents a pound will help to keep out a lot of this seed as it has in the past. The North American company also reports that the European supply will be large, but it doubts very much if the imports to the United States will be on any large scale.

The North American company is so sure that the high prices are going to stay that they believe investment in seeds right now would be a good thing and likely to prove profitable. The Wisconsin farmers, it is said, are going to plant more seed than ever before, and hence there is little reason to expect a lower range of prices as long as demand from this state and from all parts of the country proves so urgent.

The North American quotes Timothy seed as high as \$8.50 for the choice qualities because of the short supply. Red Clover seed is quoted in the neighborhood of \$20 for good qualities. The White Clover quotation is given a wide range because of the variation in quality—from \$30 to \$50. Alfalfa is also given a broad range of \$18 to \$40 because of the many kinds and qualities. Alsike rules from \$15 to \$18, the company adds. A very strong bullish market for seeds, both for the fall and winter, is the conclusion of the North American company.

The receipts of seeds at the Milwaukee market for the month of August were light, as is expected during the summer months. Only a few early seeds are expected at this time of the year and this year is no exception from that of former seasons.

The receipts of Timothy were 120,343 pounds as compared with receipts of 144,238 pounds for the corresponding month a year ago. Receipts this year dropped about 24,000 pounds or about 16 to 17 per cent less than a year ago. The figures for both years were small. The receipts of Clover seed for the past month were 42,518 pounds as compared with receipts of 197,785 pounds for the corresponding month a year ago. The receipts for the past

month were therefore about one fourth of those of a year ago. The receipts of flax seed for the month of August were 35,750 bushels as compared with receipts of 7,190 bushels for the corresponding month a year ago. Flax receipts were just five times as large as last year, but the figures were small for both years despite the large percentage difference.

Turning to the side of shipments, the Timothy seed shipments for August, 1923, were 1,101,429 pounds as compared with shipments of only 281,035 pounds for the corresponding month a year ago. Timothy seed shipments were multiplied by four as compared with last year. The shipments of Clover seed for the past month from Milwaukee were 855,841 pounds as compared with shipments of 575,951 pounds for the corresponding month a year ago. The shipments of Clover seed were approximately 50 per cent above those of last year. The shipments of flax seed for August were only 633 bushels as compared with shipments of 21,816 bushels for the corresponding month a year ago. Shipments of flax were just a small fraction of those of last year.

This comparison indicates that Timothy receipts for the past month were 120,000 pounds in round numbers while shipments were approximately 1,100,000 pounds. Receipts of Clover seed for August were 40,000 pounds in round numbers compared with shipments of 850,000 pounds in round numbers. Shipments were 20 times as large as receipts. Flax seed receipts for the past month were 35,000 bushels compared with shipments of less than 1,000 bushels for the same month. Both shipments of Clover and Timothy seed were therefore very large as compared with the small receipts.

EUROPEAN SEED TESTING ASSOCIATION

"Fifty-four years have now passed since the first seed testing station was founded in Tharandt, Saxony, by the late Councillor, Dr. F. Nobbe," says K. Dorph Petersen of Denmark in the *International Review* of April-June, 1923. "This first station no longer exists but 150 other stations are scattered throughout the world and of these 100 are to be found in Europe.

"In the interests of international seed trade it has become a matter of greatest importance to standardize methods of analysis in use at these seed testing stations in such a way that the investigations made on corresponding seed samples may be comparable within reasonable limits. However, as in the case of certain seed species these investigations present great difficulties and require a well-trained and experienced staff of workers, the results from different stations are found to vary greatly.

"In 1906 and 1910, as the result of German initiative, congresses were convened and the matter discussed. However, these congresses were not quite international, for with the exception of the leaders of several German stations the leaders of but few European stations were present.

"In 1920 the present writer, who is the director of the oldest seed testing station in the world, was requested by Sir Lawrence Weaver, Director General of the British Ministry of Agriculture, to take the necessary steps in order that Denmark should issue official invitations for an International Seed Testing Conference to be held at Copenhagen in 1921. Hence, the Danish Foreign Office, in January, 1921, sent invitations through the Foreign Offices of the countries in the following list, requesting them to send delegates to an International Seed Testing Conference to be held at Copenhagen, June 6-11, 1921.

"The following countries signified their intention of sending delegates, all of whom, with but few exceptions, were present:

"Argentina (1 delegate); Belgium (1); Canada (1); Denmark (2); Finland (2); France (1); Germany (2); Great Britain and Ireland (5); Holland (1); Hungary (1); Norway (2); Poland (1); Roumania (1); Servia-Slovenia-Croatia (1); Sweden (4); Switzerland (1); Czechoslovakia (2).

"At the opening meeting the Danish delegates, Professor Dr. W. Johannsen and the present writer, K. Dorph-Petersen, director of the Danish State Seed Testing Station, were respectively elected president and vice-president of the conference.

"Prior to the convening of the conference I had caused series of seed samples of 25 species, to be sent to 25 stations, with a request that they should be analyzed. Results were returned from 24 stations and in order to form a basis for discussion, printed summaries of these results were distributed at the meeting. All the delegates present agreed that the summaries and the names of the seed testing stations in question should be published in the report of the conference.

"On the last day of the conference a resolution proposed by Sir Lawrence Weaver that a European Seed Testing Association should be formed was carried unanimously. A committee of the following members, Dr. Volkart, director of the Seed Testing Station in Oerlikon-Zurich, Dr. F. F. Bruijning, director of the Seed Testing Station in Wageningen, who died shortly after the appointment, and K. Dorph-Petersen, director of the State Seed Testing Station in Copenhagen, was appointed to direct the

work of the Association. It was decided to accept the invitation of the British delegates to hold the next conference in London and Cambridge in the early part of July, 1924.

"In March, 1922, new series of samples of 25 seed species were distributed to the European seed testing stations affiliated to the Association and to four American stations. Up to the present results have been returned from 41 stations and a summary of the whole will in due course be sent to all seed testing stations with which the writer is in communication. The committee carries on a regular correspondence with many of the stations which are affiliated to the Association.

"At present it is known that official seed testing stations exist in the countries mentioned below. The number of stations is stated in parenthesis for each country: Australia and New Zealand (3); Argentina (1); Belgium (1); Brazil (1); Canada (3); Denmark (1); Finland (1); France (1); Germany (27); Great Britain and Ireland (4); Holland (1); Hungary (1); Italy (2); Japan (1); Norway (3); Poland (14); Roumania (1); Servia-Slovenia-Croatia (2); Spain (2); Sweden (17); Switzerland (2); Czechoslovakia (3); United States of America (27).

"George H. Clark, president of the Association of North American Seed Testing Stations, reported that the Association was greatly interested in the co-operation and eventual union with the European Association. As chairman of the latter, the present writer is in constant correspondence with Clark as well as with other leading men from the American seed testing stations (Brown, Washington; Munn, New York; Stone, Madison and others) and summaries of the results of comparative investigations from America and Europe have been exchanged. Even though the results received from many of the European stations vary greatly, those from the American stations vary even more. As many of these have only very recently been founded, the statistics are extremely difficult to compile.

"Up to date the expenses of the committee have been largely covered by funds appropriated for the conference in Copenhagen by the Danish Ministry of Agriculture. However, this will only be continued until the conference meets in London, at which the question whether or not the work of the Association can be continued, will be discussed. If the decision is in the affirmative the countries which desire to be represented must contribute annually a sum, the amount of which depends on the number of votes in the Association desired by the country in question and the importance of seed culture, seed trade and seed testing in that country.

"The directors of the seed testing stations who have become members of the Association show much interest in the work. It is sincerely to be hoped that this movement will tend to develop this interest and a more close co-operation between the seed testing stations in Europe and later in the whole world, thus bringing about more uniformity in results which in turn will benefit the ever-increasing international trade in seeds for field, garden and forest."

ALFALFA LEADS IN NEW YORK SEED MARKET

BY C. K. TRAFONT

During the month under review Alfalfa and Crimson Clover have furnished some interesting developments in the New York seed market, but otherwise there has been no special feature, business as a rule being of the hand-to-mouth variety, the majority of buyers "sitting tight" pending the advent of new crops. As a consequence the market is somewhat unsettled and prices show irregular changes compared with those ruling a month ago.

Alfalfa has been the most active item on the list and prices have steadily stiffened, although for a brief period the foreign situation was slightly easier. Owing to the break in exchange and lower freight rates Argentine shippers offered at as low as 15 cents duty-paid early in the month, compared with 16 cents at one time in July. To many buyers it appeared that the lower level was about as low as could be expected and hence an active demand speedily developed for fall shipment, some of the largest orders of the year being placed. The fact that many orders came from as far west as Kansas and Missouri and up into the Northwest confirmed previous ideas that the outcome of the domestic crop was extremely disappointing. Hence distributors were evidently anxious to cover their spring requirements by buying in Argentina where it was said that fully 700 tons had been sold within a short time. This heavy selling evidently caused serious depletion of the supply of dodder-free seed in that country. At any rate offerings became extremely small and sales were finally made at 15-¾ to 16 cents duty-paid, although some shippers turned down similar bids. Spot demand was also active and as arrivals were meager, only about 1,650 bags, compared with about 8,325 during July, prices advanced readily, as much as 20 cents being paid for what was said to be the only lot available. One lot afloat was held at 17½ cents duty-paid and another lot, not yet shipped, was offered for re-sale at the same price.

Crimson Clover has had an interesting month

with somewhat violent price changes. However, as arrivals were extremely large, about 14,050 bags, against only 2,000 during July, the ruling trend was downward and the spot quotation is now 8½ to 9 cents, compared with 11 to 12 cents a month ago. For a short time striking buoyancy prevailed as the first arrivals went promptly into distributing channels. Hence rather a severe shortage developed when an urgent demand suddenly appeared from seaboard and southern markets. Because of the delayed arrival of a steamer due at Baltimore dealers there and in Philadelphia were badly in need of seed to deliver on August contracts. Hence many orders were wired here, some for express shipment, and as much as 14 to 15 cents was paid. With this demand satisfied and arrivals again larger prices speedily broke. French shippers finally reduced their prices to the 8 cent duty-paid basis, but no interest was shown.

Red Clover is largely nominal at 19 to 22 cents, or ½ to 2½ cents higher than a month ago. This is wholly in sympathy with the strength in the West as buyers here are not paying such figures. First offers were received of new crop French seed on a 19 cent duty-paid basis, which dealers claim is fully 5 cents too high. Good crop reports were received from Europe but shippers there are evidently determined to refrain from selling as long as possible, hoping to secure the same high prices as quoted in Toledo.

White Clover has been in fair demand on spot and with arrivals only 400 bags prices are about unchanged at 54 to 55 cents. Talk of good crops abroad and the expected arrival of new seed has checked import business, although shippers reduced their prices from 42 cents duty-paid to 39 @ 40 cents.

Sunflower seed is again slightly lower as there has been little demand for wholesale lots, the price for which has declined to 4.90 cents duty-paid. Early in the month a fair retail trade was reported at as high as 6¼ cents, but later small lots were available at 5½ cents. The easier tone was partly traceable to the fact that some of the arrivals were off quality. Argentine shippers reduced their quotations to 4.70 @ 4.75 cents duty-paid, but little business resulted. Choice domestic seed is quoted in a large way at 6¾ to 7 cents in a large way and Manchurian at 7½ cents duty-paid. Arrivals were 4,460 bags against 2,925 during July.

Canary seed has been easier as arrivals were larger and buyers generally holding off, awaiting further arrivals from Morocco and expecting cheaper foreign offerings. Hence the spot quotation in wholesale lots is now 5¼ to 5½ cents, against 6 to 6½ cents a month ago. Owing to the drop in exchange, Argentine shippers reduced prices to 5.10 cents duty-paid, later advancing to 5.25 @ 5.30 cents but little business was done. Small sales were reported of Turkish and Morocco seed at 4¾ cents duty-paid, but Dutch offered at that price was not taken. Arrivals were 1,815 bags, against 100 during July.

Rapeseed has been fairly active on the spot and for shipment. Arrivals were 650 bags against 115 during July and the spot quotation is now 5½ cents in a wholesale way and 6 cents in jobbing lots. Reports of damage by rains were received from Holland and France and shippers were strong in their views for a time, quoting 5.50 to 5.70 cents. The strength in Holland was also ascribed to large orders from this side. Later the basis was reduced to 4¾ cents. New crop Japanese seed was offered at 5.15 cents and later at 4¾ cents but this market was greatly unsettled by the terrible earthquake. About 530 bags of bird rape were received from Argentina with more offered at 3.45 to 3.50 cents, compared with 3.70 to 3.75 cents previously.

Hairy Vetch was dull and easier in the month, largely because of more offerings from Germany on the 12 cent duty-paid basis, confirming the belief that foreign supplies would be larger than previously alleged. These cheaper offerings failed to lead to much business, but nevertheless, some shippers later asked 16 cents. Spot demand has been fair and as there were no arrivals the basis is firm at 15 to 17 cents.

Spring Vetch was inactive and easier early in the month, the spot price for wholesale lots declining to 3¾ cents. On the other hand, in spite of lack of interest among buyers here, shippers advanced their basis to 3.90 cents duty-paid. Arrivals were about 270 bags, against 175 during July.

Kentucky Bluegrass has been largely neglected, buyers taking only small lots when urgently needed for immediate requirements. They continued unwilling to pay the high prices named by the pool, although it was stated that larger business would have been possible at concessions of 5 to 6 cents. Briefly, buyers are showing more interest in other grasses; using everything that they can to take the place of Bluegrass. Exporters assert that foreign buyers are following the same policy.

Orchard Grass has been in better demand and has gained about 1 cent (at 15½ @ 16½ cents) as former liberal stocks on the seaboard have been cut down and arrivals were only 120 bags. As a consequence buyers have shown more interest in Danish seed which had previously been considered

far too high. In short, bids as high as 14½ cents duty-paid have been made to Danish shippers, but the latter continued to ask 15½ cents.

Rye Grass has been in fair demand and the spot basis remains at 10½ to 10¾, although arrivals were 1,090 bags against 150 during July. New crop seed sold early in the month at 9½ cents duty-paid for October shipment. Later Italian sold at 10¼ to 10½ cents and Perennial at 10½ to 10¾ cents. Pacey's sold at 11½ to 12 cents.

Timothy has been in good demand and at 8 to 8½ cents is about 1¼ cents higher. Exports were about 850 bags, against 1,200 during July.

Fescue has been in good demand on spot and as there were no arrivals stocks were virtually exhausted and prices advanced to 38 @ 40 cents. Only small additional quantities are afloat and practically all of this seed has been sold. Evidently buyers awakened to the fact that the early season buying for shipment from New Zealand had been far from adequate to cover requirements.

The W. H. Letton Seed Company of Atlanta, Ga., now occupies new headquarters.

A warehouse is to be erected at Bridger, Mont., for the Great Western Seed Company.

A seed, feed, and produce business is to be conducted at Kinsley, Kan., by David K. Bear.

The Wilhite Seed Company which formerly operated at Columbia, Mo., is now out of business.

A new warehouse is to be built at Nampa, Idaho, for the Albert Dickinson Seed Company of Chicago.

The Ocala Seed & Supply Company of Ocala, Fla., is succeeded by the Bowden Seed Company.

A new business has been opened at Martin, Tenn., by Hubert Carney who will handle seeds and feeds.

L. C. Barrett has resigned his position as secretary of the Spokane Seed Company of Spokane, Wash.

A branch seed store has been established at Waco, Texas, by the Robert Nicholson Seed Company.

The Weghorst-Martin Seed Company of Dayton, Ohio, has changed its name to the Martin Seed Company.

A wholesale feed and seed store has been opened at Atlanta, Ga., by H. P. Cottingim of Cottingim's seed store.

The name and good will of J. M. Thorburn & Co., at New York City has been bought by Garfield Williamson.

The Standard Seed Company of Des Moines, Ia., has opened its offices and place of business in the Blue Line Transfer warehouse. The company is installing cleaning machinery and is gathering a stock of high grade seeds to take care of all orders.

The company will carry a full line of field and grass seeds and will conduct an exclusively wholesale business.

The plant of G. P. Sexauer & Son at Brookings, S. D., is being remodeled, and the seed business is to be enlarged.

A large fireproof seed cleaning plant has been completed at Cedar Rapids, Iowa, for the Hamilton Seed & Coal Company.

A one-story seed store has been erected at McPherson, Kan., by B. F. Harmon. He expects to be in the store for the fall business.

A seed business has been opened at Thornville, Ohio, by Roberts & Harper. They have installed a new seed cleaning machine.

The Oregon Seed Company has been formed at Junction City, Ore., by T. G. Williams and D. E. Skirvin to handle seed and feed.

A seed and feed business is to be opened at Delphos, Kan., by the South Side Poultry Company of which Wm. Barigan is proprietor.

A new seed warehouse in which seed cleaning machinery is to be installed is to be erected at Lakin, Kan., for H. S. Darr & Co.

A new firm to handle field, seeds, hay and grain in St. Louis, Mo., has been organized by C. H. Appel as the C. H. Appel Commission Company.

G. T. Richards of Burbank, Calif., is succeeded by the Burbank Nursery & Seed Company. The company will handle seeds and nursery stock.

The Everett Black Seed Company of Connecticut has filed a certificate designating John B. Davis of St. Anthony, Idaho, as the authorized Idaho agent.

The Hawthorne-Jones Company, Inc., has been incorporated at Montgomery, Ala., to handle garden field seeds. O. D. Jones is president of the company.

A new seed cleaner has been installed by the Saunders Seed Company of Tippecanoe City, Ohio, which does a wholesale and retail business in field and garden seeds there.

The building and seed business of M. F. J. Waters at Cayuga, Ont., has been bought by George Brick. He will continue the business, adding a line of flour, feed and groceries.

A building in Paris, Ill., has been leased for five years by the Edgar County Seed Company. The machinery and equipment will be moved to the new location as soon as possible and operations will then be resumed by the firm.

The interest of Burt Calhoun in the Holmes-Calhoun Seed Company at Spartanburg, S. C., has been bought by Henry B. Holmes. The company handles field and garden seeds, poultry supplies, etc.

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COAL

WELFARE WORK AMONG MINERS

A committee has been formed within the National Coal Association to deal with the problem of housing, welfare work and mining community activities generally. The Bituminous Operators Special Committee on a brief filed with the Coal Commission on "The Company Town," at great length tells of the work being done for the miners by the operators in the matter of housing, etc. In commenting on the work to be done by the new department of the Association, the brief says:

"That department will carefully study the various problems involved and will from time to time recommend to the operators desirable improvements. It will keep in touch with the developments, in housing and welfare work, and will endeavor to assist with information and otherwise any operators who may desire its assistance. We believe that this department will serve as a co-ordinating body to inform the operators as to the best work that is being done along the line of improving living conditions for miners, and that it will help to direct the present course of improvement into the most desirable channels."

INVESTIGATING RETAIL DEALERS' OPERATIONS

An exhaustive survey of the operations of the retail coal dealers of this country would cost \$2,000,000, and even then would not be comprehensive or satisfactory, says the United States Coal Commission. Because of this, municipalities can best investigate the retail industry for determination of profits, etc. In its statement the Commission said in part:

"There seems to be a lack of information as to how far the United States Coal Commission has gone in the anthracite and intends to go into the bituminous coal industry with reference to the retailing of coal.

"We soon discovered that with more than 40,000 retail coal dealers in America, many of whom had their coal business complicated with other articles of merchandise, the appropriation would not permit a presentation relative to the investment, cost, margin and profits of each of these dealers. The commission has done all that it could in the way of investigation in many of the municipalities of the country, the retail coal trade, and will present the result of its investigation to the country, but it has not gone and cannot go into an investigation of all the retail coal dealers of America.

"An investigation of such a character could not be made short of \$2,000,000 and when made would not be conclusive as to whether the citizens of a municipality were satisfied to pay the price charged by the retailers for coal. Therefore, the commission has concluded that except as to the general investi-

gation of the subject of the retail trade it will have done all it can when it furnishes the information as to cost at the mine. The railroad rate is easily ascertainable.

"Citizens and municipalities must do something for themselves. If they believe that they are paying to the retailer an exorbitant profit, they should supplement the work of the commission by local investigation of the subject.

"It heartily approves all investigations that are being made to ascertain the profits of retailers in individual municipalities, the determination of profits and any suggestions that can be made for bettering, if needful, of conditions disclosed in the investigation of the subject."

COAL OUTLOOK

The *Black Diamond* in its review of the coal situation for the week ending September 8, says in part:

"The outstanding feature in the coal trade today, the anthracite strike, seems to have created but little interest as far as influencing prices and market conditions is concerned. This is particularly true in the eastern part of the country, where it may be said that hardly a ripple is felt as a result of the stoppage of the hard coal production. Even in the West, where anthracite users have to get their fuel at the end of a long railroad journey, there is no excitement. Hard coal production has stopped, 100 per cent. No more will be received in any market until the strike is ended. No one can prophesy the duration of the tie-up. Any deficiency in the supply of anthracite must be made up by bituminous coal, yet the demand remains only fair throughout the country. In no section are price declines recorded and from various sources come reports of slight increases. These increases come, however, from a reluctance on the part of the producer to do business at present prices rather than from anxiety on the part of the would-be purchaser.

"The export trade seems to have settled down on an even keel. Prophecies were made a short time ago that, as soon as France solved her coal problem, European demand would cease. The French emergency passed some two months ago and still we continue to ship across the Atlantic. This bears out the opinion that a certain amount of export business will remain for America in Europe on what amounts to a permanent basis. Some consideration is being given to making an effort to secure special freight rates on coal to tidewater when the ultimate destination is overseas.

"New York displayed but little interest in hard coal last week and almost total indifference to high priced premium stuff. Most of the tonnage produced last week was already under contract, hence, but few transactions were recorded.

"Practically all shipments have now reached their

destination and the anthracite history of the season has been written, pending the settlement of the present trouble. No additional interest is noted in bituminous coal; those depending thereon for an anthracite substitute are awaiting developments. Heavy stocks are on hand in most quarters and prices show no deviation from previously established levels. Coke is offered at prices which have prevailed for some weeks. Tidewater coal is well cleaned up, but prices show no improvement.

"The smokeless fields of West Virginia report a slightly better demand and a much better car supply. The increased movement of coal has not been so great as to influence any price changes. No effect is noted from the anthracite suspension, due to the fact that it has not yet been in effect long enough to have any definite influence.

"Mines in the Pittsburgh district are operating at upwards of 80 per cent of full rated capacity, which is just about as near full time operation as this district has ever seen. There has been some shortage both in cars and in labor, although not enough to have any appreciable influence on conditions. Under a stiffened domestic demand in nearby territory prices are up a little, but operators are profiting more from the increased production, which gives them a lower overhead charge. The market in by-product coal is only a shade better. Improvement in this field is delayed by reason of a somewhat lessened activity in the last few weeks in the steel industry.

"All classes of consumers in the Northwest seem to be attempting to cover requirements and as a result business is lively, with prices held firm at advances reported last week. Receipts at the docks at the Head of the Lakes were slightly lighter in August than in July. It is estimated that an additional 3,000,000 tons of bituminous coal will be necessary to supply the needs of the region for the winter. This does not take into consideration the hard coal users, who will need 400,000 tons in addition to that already received. Demand for anthracite is steadily maintained and prices are firm and unchanged.

"A condition of general apathy is reported in the New England bituminous coal trade, largely chargeable to the recent geological survey report to the effect that New England consumers were carrying a 90-day stock. Quite recently Rhode Island coal has become a factor, some being sold throughout Massachusetts and to points as far distant from the source of production as New Hampshire."

URGES CLEANING OF HEATING PLANTS

"It is a timely suggestion to the coal buying public, that if they will take good care of their heating plant, it will take good care of them," said Homer D. Jones, former president of the National Retail Coal Merchants' Association recently.

"All heating plants, large and small, furnaces, hot water plants and steam boilers, should be thoroughly cleaned now, before the heating season begins.

"Clean flues, smoke stacks and chimneys actually result in burning less coal and saving money, in addition to having less work and worry in regulating the fire.

"It is surprising that so many intelligent people neglect giving their heating plant the attention it should receive. The retail coal men have learned, after years of experience, that a large part of the complaints that the coal will not burn, is due to the fact that through ignorance or laziness, the heating plant has been neglected and soot has been allowed to accumulate until the heating plant is practically choked.

"To keep a fire alive, it must have air, or it dies, the same as a person. If the air passages of a furnace or boiler are choked with soot, the fire naturally dies out.

"Burning high grade coal or coke is by far the cheapest way to heat a home or building. There are many useful and inexpensive attachments on the market that will help coal buyers get better and quicker heating results, and also reduce the cost of heating."

The coal and grain business of J. H. Deibner at Spirit Lake, Iowa, has been bought by D. J. DeBeer of Creighton, Neb.

The interest of G. F. Arthur in O'Laughlin & Arthur, Terry, Mont., has been sold to H. H. Thorpe of Froid, Mont. They deal in coal and grain.

The Benson Mill at Benson, Minn., has been bought by Jay J. Lang who will handle coal, grain, feed, etc.

The Martinton, Ill., grain and coal business of the R. F. Cummings Grain Company has been bought by the Martinton Farmers Grain Company.

A coal and grain business is to be conducted at Shenandoah, Iowa, by the Beach Grain & Coal Company, which was recently organized there by Glenn Beach.

The coal business and grain elevator of the Colman Elevator Company at Coleman, S. D., have been bought by the recently organized Farmers Co-operative Elevator Company.



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LARGEST PRODUCERS AND DISTRIBUTORS OF COAL IN AMERICA

Hay, Straw and Feed

[Continued from page 198]

pany, Meridian, Miss. Filed February 3, 1923. Serial No. 175,536. Published June 19, 1923.

"JIM DANDY" cornmeal, corn grits, horse feed, cow feed, hen feed, laying mash, growing mash. Western Grain Company, Birmingham, Ala. Filed January 25, 1923. Serial No. 175,117. Published August 21, 1923.

"PERFEXUN" horse and mule feed. Josey-Miller Company, Beaumont, Texas. Filed February 27, 1923. Serial No. 176,680. Published August 28, 1923.

"WHITE STAR" farinaceous stock feeds. The Quaker Oats Company, Chicago, Ill. Filed January 22, 1923. Serial No. 174,918. Published September 4, 1923.

Trademarks Registered

172,434. Poultry feed. Tioga Mill & Elevator Company, Waverly, N. Y. Filed December 21, 1922. Serial No. 173,687. Published May 8, 1923. Registered August 28, 1923.

172,437. Poultry feed. Ralston Purina Company, St. Louis, Mo. Filed December 22, 1922. Serial No. 173,722. Published May 8, 1923. Registered August 28, 1923.

172,471. Poultry feed. Ansted & Burk Company, Springfield, Ohio. Filed November 10, 1922. Serial No. 171,783. Published May 8, 1923. Registered August 28, 1923.

172,513. Stock and poultry feed. Grain Belt Mills Company, South St. Joseph, Mo. Filed November 17, 1922. Serial No. 172,154. Published May 1, 1923. Registered September 4, 1923.

A feed business has been opened at Hampton, Ark., by S. S. Parker.

A feed business has been opened at Cameron, Texas, by A. W. Esslinger.

The Alfalfa mill at Cozad, Neb., is being managed by J. T. Hughes & Son.

The feed business of J. S. Melugin at Arthur City, Texas, will be enlarged.

The new feed establishment of the Sanford Bros. has been completed at Mexico, Mo.

Feed storage may be built at Kokomo, Ind., for the Morrisson & Thompson Company.

A feed business was started September 1 at Auxvasse, Mo., by Homer Owen and C. Maddox.

The partnership of Rest & Hinze dealing in feed, flour, etc., at Sheboygan, Wis., has been dissolved.

The feed and produce business conducted by C. S. Potter at Gibbon, Neb., is to be discontinued by him.

A new feed establishment has been opened at Farmington, Mo., by John Burlbau and Raymond Graham.

The capital stock of the Molasses Feeds Company of St. Paul, Minn., has been increased to \$300,000.

The feed business at Topeka, Kan., formerly owned by E. C. Fastnet has been bought by C. J. Woodward.

Carl Pruter is erecting a new feed mill at Baileys Harbor, Wis., which will be ready for operation in September.

The Ogallala Grain Company of Ogallala, Neb., is installing a new feed mill and will do a wholesale business in feeds.

A warehouse at Eddy, Okla., has been bought by the Eddy Mill & Elevator Company which will increase its feed milling capacity.

The feed and flour business of Hamilton & Co., at Hastings, Neb., has been taken over by the Hastings Flour & Feed Company.

The feed plant of the Anderholm Bros. at Clear Lake, Wis., is being remodeled. The company is also installing a feed plant at Joel, Wis.

Alex Flocchi has opened a feed business at De Pue, Ill., and will manufacture chicken feed, pig chops, cracked corn and pancake flour.

The interest of J. F. Crane in the feed business of Egnor & Crane at Spencer, Ind., has been bought by J. W. Egnor. He will continue the business.

H. R. McKay, S. J. McKay, and M. H. Brown have incorporated at Caledonia, N. Y., as the New York Alfalfa Mills. Its capital stock is \$20,000.

The Ouachita Flour & Feed Company has sold its Bastrop, La., branch to the Monroe Grocery Company. The business will be converted into a grocery.

An interest in the feed business of Lee Tipps at Henderson, Texas, has been bought by G. C. Padgett. They will now operate as Tipps & Padgett.

Extensive repairs are to be made at the plant of the St. John Fertilizer & Stock Feed Company, Ltd., of St. John, N. B., including the installation of farm machinery.

William Shoemaker and Florian W. Shoemaker have severed their connection with the Shoemaker Company, Inc., of Auburn, N. Y. The following of-

ficers were elected as a result of this change in the personnel of the company: President, N. B. Arthur; secretary, Sanford H. Smith; treasurer, F. Austin Prentice.

A business has been started at New Valparaiso, Fla., by A. B. Hugo, for 12 years connected with The Albert Dickinson Company. The company will handle a general line of feeds.

A large warehouse addition has been completed to the F. H. Green & Son Elevator at Beloit, Wis., which Elmer and Lawrence Luety bought recently and feed and flour will be carried.

H. Jasperson has sold a part interest in the Kelso Feed & Fuel Company of Kelso, Wash., of which he has been sole owner for a number of years, the transfer taking place September 1. After that date the business will be operated as the Kelso Feed Company, with Mr. Jasperson manager.

Miscellaneous Notices

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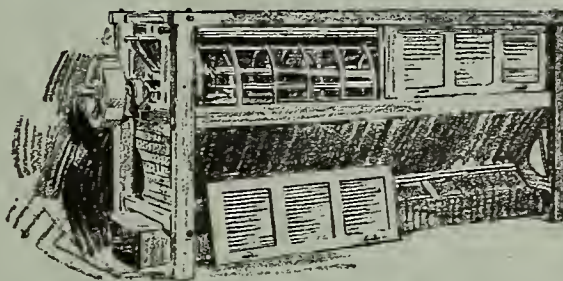
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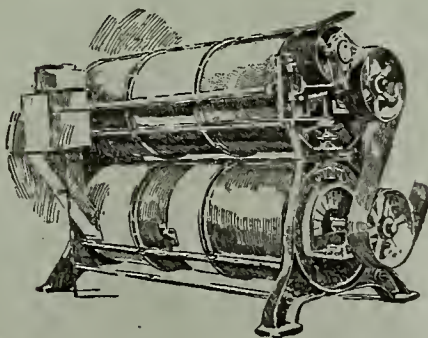
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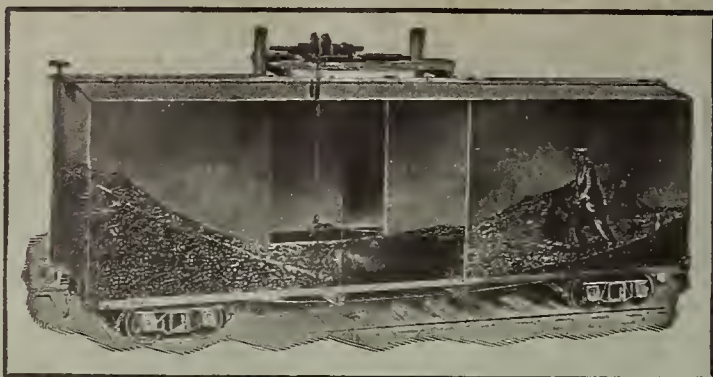
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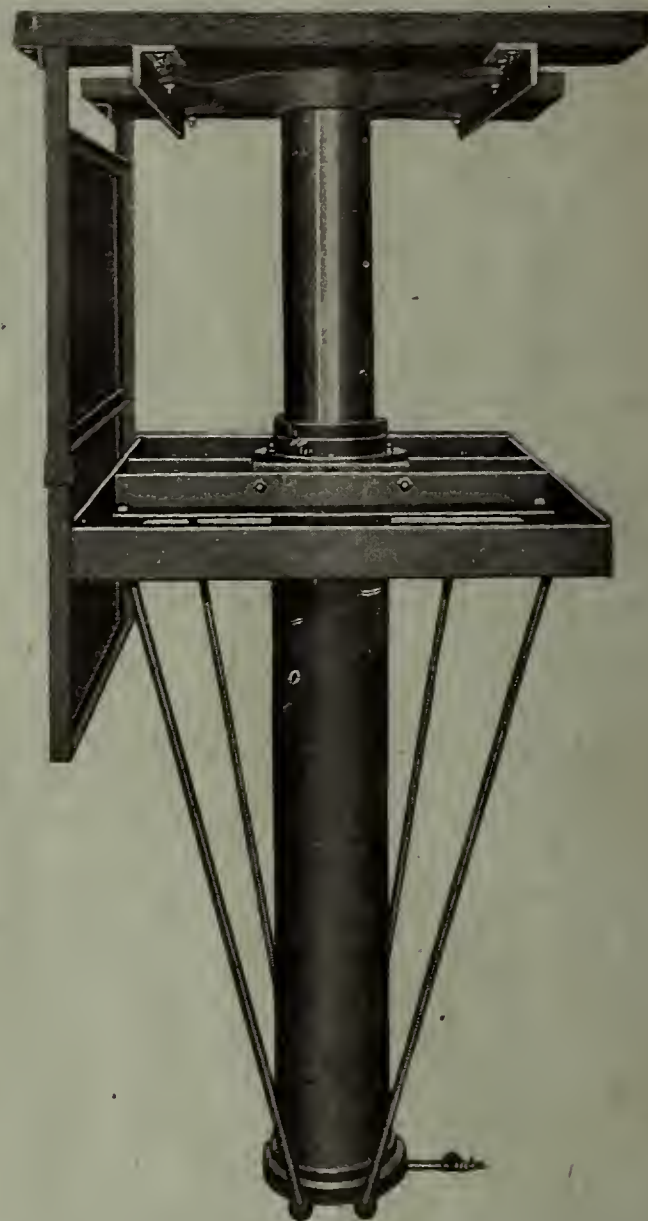
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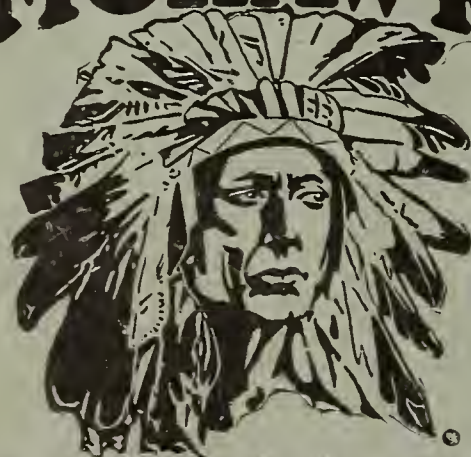
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